

PART 2 - REGIONAL AND DISTRICT OBJECTIVES AND POLICIES

Chapter C: Auckland-wide objectives and policies

1 Infrastructure

1.1 Infrastructure

Background

Infrastructure is critical to the social and economic well-being of people and communities. This section provides a framework for the development, operation, repair, maintenance and upgrading of infrastructure.

The development, operation, repair maintenance and upgrading of infrastructure can have a range of adverse effects on the environment, visual amenity of an area, and public health and safety. Equally, some infrastructure produces adverse effects beyond the boundary of the site. The sensitivity of adjacent activities, particularly residential, to these effects can lead to complaints and ultimately constraints on the operation of infrastructure. Managing these reverse sensitivity effects is critical.

Detailed infrastructure provisions (zones and precincts), such as the Auckland Airport precinct and the Strategic Transport Corridor zone are also provided throughout the plan and should be referred to where applicable.

Objectives

1. The benefits of infrastructure are recognised.
2. The adverse effects of infrastructure are managed.
3. Safe, efficient and secure development, operation and upgrading of infrastructure is enabled, to service the needs of existing and planned use and development
4. The resilience of Auckland's infrastructure is improved.
5. Auckland's significant infrastructure is protected from reverse sensitivity effects and incompatible subdivision, use and development.

Policies

Benefits of infrastructure

1. Recognise the positive social, economic, environmental and cultural effects that infrastructure provide, including:
 - a. enabling enhancement of the quality of life/standard of living for people and communities
 - b. protecting public health and safety
 - c. enabling the functioning of businesses
 - d. enabling economic growth
 - e. protecting the environment
 - f. enabling the transportation of freight, goods, people
 - g. enabling interaction and communication

Reverse sensitivity

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2. Prevent reverse sensitivity effects from inappropriate subdivision, use and development which may compromise the operation and capacity of existing or approved significant infrastructure.

Provision of infrastructure

3. Provide for a range of infrastructure to operate throughout Auckland by recognising:
 - a. operational and technical requirements
 - b. location, route and design constraints
 - c. the complexity of infrastructure services and that infrastructure is generally managed as a connected network
 - d. the benefits of infrastructure to the wider community, Auckland and/or New Zealand
 - e. the need to respond quickly to service disruptions.
4. Require the development, upgrading, operation, repair and maintenance of infrastructure to avoid or mitigate adverse effects on the:
 - a. health, well-being and safety of people as a result of nuisance from noise, vibration, dust and odour emissions and light spill
 - b. safe and efficient operation of other networks
 - c. visual amenity values of the streetscape and/or adjoining properties
 - d. natural and physical environment from temporary and ongoing discharges
 - e. intrinsic values of any scheduled sites or overlay areas.
5. Assess the adverse effects of development of new infrastructure, considering:
 - a. the degree to which the environment has already been modified
 - b. the duration timing and frequency of the adverse effects
 - c. the impact on the network and levels of service if the new work is not undertaken
 - d. the need for the infrastructure in the context of the wider network
 - e. the benefits to the wider community and/or Auckland provided by the infrastructure.
6. Encourage new linear infrastructure to be located in roads and other identified corridors where practical.

Undergrounding of infrastructure in urban areas

7. Require new or major upgrades to electricity and telecommunications lines to be located underground in urban areas unless there are significant economic reasons.
8. Enable the coordinated undergrounding of existing electricity and telecommunications lines in the road and other identified corridors, particularly where the opportunity exists when network improvements are undertaken.

New technologies

9. Provide flexibility for infrastructure operators to use new technological advances that:
 - a. improve access to, and efficient use of, services
 - b. allow for the re-use of redundant services and/or structures where appropriate
 - c. result in environmental benefits and enhancements
 - d. support a competitive economy.

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Road network

10. Provide for the construction, use, operation, maintenance and development of the road network in a manner which:
 - a. contributes to the operation of the single integrated multi-modal transport system
 - b. provides for the transport movement and accessibility functions of the road
 - c. provides for the placemaking functions of the road
 - d. provides for a range of transport infrastructure, streetscape amenities, and network utility services within the road.
11. Provide access to the road network which is safe and efficient and minimises conflict between the placemaking, movement and access functions of roads.
12. Undertake or require works to be undertaken in an existing or planned road, in a manner which will achieve positive movement, access and placemaking outcomes taking into account:
 - a. the functions, priorities and operational characteristics of the road
 - b. the characteristics of the location
 - c. the place/context design typology which is appropriate to the design of a road in the particular location.
 - d. any historic heritage or special character context
 - e. the selection, location and installation of streetscape amenities, such as seating, cycle parking, plaques and memorials, public art, litter bins, public toilets and drinking fountains, to:
 - i. enhance the street environment
 - ii. avoid visual clutter
 - iii. avoid impeding or causing a hazard for people including those with mobility or visual impairments, aged people or children
 - f. design principles for streets and the street design process.

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1.2 Transport

Background

To support the operation and development of an integrated transport network, this section provides for public transport facilities and walking and cycling facilities which may be located outside the road network (which is covered in 1.1 Infrastructure) and are not otherwise provided for in the Unitary Plan.

Parking is an essential component of Auckland's transport system as it can have major implications for the convenience, economic viability, design and layout of an area. It is important that parking is managed and provided in a manner that supports urban amenity and efficient use of land. It can also be managed to have a significant influence on reducing car use, particularly for commuter travel. This in turn reduces the growth in traffic, particularly during peak periods, and achieves a more sustainable transport system.

The approach to parking provided with an activity or development is outlined below:

- there is no requirement for activities or development to provide parking in the following zones and locations:
 - the City, Metropolitan, Town and Local Centres (with the exception of identified non-urban town and local centres) zones
 - the City Centre Fringe overlay
 - the Terrace Housing and Apartment Buildings zone and the Mixed Use zone
- instead, a maximum limit has been set on the amount of parking that can be provided on a site. This approach supports intensification and public transport and recognises that for most of these areas, access to the Rapid and Frequent Service Network will provide an alternative means of travel to private vehicles
- in all other areas, a minimum level of parking is required to accompany any activity or development. A maximum limit is set on the amount of parking that can be provided for offices.

Standalone parking facilities which are not accessory to activities or development on the same site are provided for and will be individually assessed.

To support cycling and other active transport modes, such as walking and cycling, some activities and developments are required to provide cycle parking as well as end-of-trip facilities. Off-road pedestrian and cycling facilities are also provided for to complement facilities located in the road network.

The Unitary Plan's approach to parking will be supported by the development and implementation of comprehensive parking management plans for centres, with particular priority given to the metropolitan centres. Comprehensive parking management plans assist with the integrated management of both off-street and on-street parking in centres, and will provide guidance for assessing applications which affect the supply of parking.

This section also addresses loading, the design of parking and loading, access from activities and developments to the road, and access around road/rail level crossings.

In addition to the Auckland-wide Transport rules, Auckland Transport's Code of Practice (ATCOP) provides further guidance around parking, loading and access, and it sets out Auckland Transport's engineering standards for the construction of vehicle crossings. NZTA manages access to state highways under the Land Transport Management Act 2003.

Activities or subdivision which generate higher amounts of traffic, and which seek to locate outside of the most intensive centres and residential zones, are required to demonstrate how the proposal would integrate with the transport network. This includes addressing the transport impacts of the proposal on the effective, efficient and

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safe operation of the local transport network.

Objectives

1. Land use and all modes of transport are integrated in a manner that enables the adverse effects of traffic generation on the transport network to be managed.
2. An integrated public transport, walking and cycling network is provided for.
3. The number, location and type (short-term or long-term, public or private) of parking and loading spaces, including cycle parking and associated end-of-trip facilities, support:
 - a. intensification in the following locations:
 - i. the City, Metropolitan, Town and Local Centres zones
 - ii. the City Centre Fringe overlay (as identified on the planning maps)
 - iii. the Terrace Housing and Apartment Buildings zone
 - iv. the Mixed Use zone.
 - b. the effective, efficient and safe operation of the transport network
 - c. the use of more sustainable transport options including public transport, cycling and walking
 - d. the economic activity of businesses
 - e. the efficient use of land.
4. Parking and loading is designed, located and accessed safely and efficiently for pedestrians and vehicles within and outside the site and in a manner which contributes to quality design of the built environment.
5. Development provides access between the road and activities by:
 - a. facilitating the effective, efficient and safe operation of the transport network
 - b. prioritising pedestrian safety and amenity along public footpaths
 - c. achieving a balance between the placemaking, movement and access functions of the road.
6. Safety is not compromised by access, buildings and structures adjacent to road/rail level crossings.

Policies

Traffic Generation

1. Require high traffic generating activities or subdivisions which:
 - a. are proposed outside of the following zones:
 - i. the City, Metropolitan, Town Centres zones
 - ii. the Terrace Housing and Apartment Buildings zone; and
 - b. do not already require an Integrated Transport Assessment under [clause 2.7.9](#) of the General provisions.
 - c. to mitigate and manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development, or undertaking improvements to the local transport network

Parking

2. Limit the supply of on-site parking in the following locations to support the planned growth and intensification provided for in the Unitary Plan, recognise the existing and future accessibility of these locations to the Rapid and Frequent Service Network, and support walking and cycling:
 - a. the City, Metropolitan, Town and Local Centres zones

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- b. the City Centre Fringe overlay (as identified on the planning maps)
 - c. the Terrace Housing and Apartment Buildings zone
 - d. the Mixed Use zone.
3. Require activities and development located outside the areas covered by policy 2 above to provide a minimum level of on-site parking in recognition of the more limited alternatives to private vehicle travel unless it can be demonstrated that a lesser amount of on-site parking is needed for a particular site or proposal.
 4. Limit the supply of on-site parking for office development in all locations to:
 - a. minimise the growth private vehicle trips by commuters travelling during peak periods
 - b. support the approach taken to providing for larger scale office developments in the Metropolitan Centre, Town Centre, Mixed Use, General Business and Business Park zones.
 5. Provide for flexible approaches to parking, including shared, consolidated and off-site parking, which use land and parking spaces more efficiently, and reduce incremental and individual parking provision.
 6. Provide for non-accessory parking and off-site parking where:
 - a. the proposal and the type of parking proposed e.g. visitor or commuter, short-term or long-term, private or public, will reinforce the efficient use of land or planned growth and intensification provided for in the Unitary Plan for the site or locality
 - b. there is an undersupply or projected undersupply of parking to service the area having regard to:
 - i. the availability of alternative transport modes, particularly access to the existing and planned Rapid and Frequent Service Network
 - ii. the type of parking proposed
 - iii. existing parking survey information
 - iv. the type of activities in the surrounding area.
 - c. any off-site parking is generally in close walking distance of the donor site(s) unless it is shown that a greater separation distance is reasonable and practicable.
 7. Avoid the development of long-term parking (non-accessory) in the City Centre zone and the City Centre Fringe overlay to:
 - a. recognise and support the high level of accessibility these areas have to the Rapid and Frequent Service Network
 - b. minimise the growth in private vehicle trips by commuters during peak periods.
 8. Control the development of long-term parking (non-accessory) in the Metropolitan, Town and Local Centre zones and in the Mixed Use zone so that the parking does not undermine:
 - a. the efficient use of land or growth and intensification provided for in the Unitary Plan for the site or locality
 - b. public transport in these zones.
 9. Encourage facilities for parking (non-accessory) to provide for alternatives to the private car and single occupant cars, or promote use of smaller or more energy efficient cars. This may include:
 - a. parking spaces allocated to car share or car pool vehicles
 - b. parking spaces allocated to small cars or hybrid vehicles
 - c. spaces allocated to scooter or motorcycle parking
 - d. free, secure and covered parking for cycles

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- e. end-of-trip facilities such as secure lockers, showers and changing facilities
 - f. charging points for electric vehicles.
10. Provide for park-and-ride and public transport facilities which are located and designed to support the public transport system by:
- a. locating in proximity to public transport stations, stops and terminals
 - b. growing public transport patronage to assist in relieving congested corridors by encouraging commuters to shift to public transport
 - c. making public transport easier and more convenient to use, thereby attracting new users
 - d. improving the operational efficiency of the public transport system, particularly the Rapid and Frequent Service Network
 - e. extending the catchment for public transport into areas of demand where it is not cost-effective to provide traditional services or feeders
 - f. reinforcing existing and future investments on the Rapid and Frequent Service Network
 - g. providing free, secure and covered parking for cycles.
11. Support increased cycling and walking by:
- a. requiring cycle parking to be included in larger residential developments and in developments including offices, retail, industrial activities, education facilities, medical facilities and entertainment or community facilities
 - b. requiring end-of-trip facilities, such as lockers, showers and changing facilities, to be included in developments with high employee and student numbers
 - c. providing for off-road cycle and pedestrian facilities to complement facilities located within the road network.

Loading

12. Require sites and activities to have access to loading facilities to support their operations and minimise disruption on the adjacent transport network.
13. Provide for alternative loading arrangements, including on-street loading or shared loading areas, particularly in locations where it is desirable to limit access points for reasons of safety, amenity and road operation.

Design of parking and loading

14. Require parking areas to be designed and located to:
- a. avoid adverse visual effects on the amenity of the streetscape
 - b. provide safe access and exit for vehicles, pedestrians and cyclists
 - c. reduce potential conflicts between vehicles, pedestrians and cyclists.
15. Require loading areas to be designed and located to:
- a. avoid adverse visual effects on the amenity of the streetscape
 - b. provide for the separation of service and other vehicles where practicable
 - c. reduce conflicts between service vehicles, pedestrians and cyclists.
16. Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise:

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- a. the effective, efficient and safe operation of arterial roads
 - b. pedestrian safety and amenity, particularly within the Centre and Mixed Use zones
 - c. safe and functional access where driveways are longer, or serve rear sites or more than four parking spaces.
17. Require the location, design and external appearance of park-and-ride, non-accessory and off-site parking facilities, public transport facilities, and off-road pedestrian and cycling facilities to:
- a. complement adjacent uses and developments with any buildings or structures to be of similar or compatible scale to those existing or provided for in the surrounding area
 - b. meet the design outcomes identified in this Unitary Plan for the site and/or location generally
 - c. provide screening, such as exterior panelling, for any parking building
 - d. be accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths.
 - e. provide an attractive interface between any buildings, structures or at-grade parking areas and adjacent streets. Depending on location and scale, this may include:
 - i. maintaining an active frontage through sleeving and/or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts
 - ii. planting and other landscaping
 - f. provide for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone.
18. Require park-and-ride, non-accessory and off-site parking facilities, and public transport facilities, and their access points to be of scale and design, and to be managed, operated and developed so as to avoid adverse effects on the effective, efficient and safe operation of the transport network including:
- a. the safety of pedestrians and cyclists
 - b. amenity for pedestrians
 - c. avoiding queuing onto the road and conflict at access points to the facility
 - d. avoiding generating high volumes of traffic onto local roads or areas with high pedestrian amenity
 - e. the operation of public transport services and related infrastructure.

Access

19. Require vehicle crossings and associated access to be designed and located to provide for safe and efficient movement to and from sites and minimise potential conflicts between vehicles, pedestrians, and cyclists on the adjacent road network.
20. Avoid or restrict vehicle access to and from sites adjacent to motorway interchanges, and on arterial roads, including state highways, so that the:
 - a. location, number, and design of vehicle crossings and associated access provides for the efficient movement of people and goods on the state highway and road network
 - b. any adverse effect on the effective, efficient and safe operation of the motorway interchange arising from vehicle access adjacent to a motorway interchange is avoided, remedied or mitigated.
21. Avoid vehicle access to and from sites subject to a Vehicle Access Restriction - general within the City Centre zone to:

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- a. give high priority to pedestrian movement, safety and amenity along the main pedestrian streets in the City Centre zone
 - b. provide for continuity of building frontage and associated activities at street level.
22. Avoid vehicle access to and from sites subject to the Key Retail Frontage overlay in the Metropolitan Centre, Town Centre and Mixed Use zones to:
- a. give high priority to pedestrian movement, safety and amenity
 - b. provide for continuity of building frontage and associated activities at street level.
23. Restrict vehicle access to and from sites subject to the Commercial Frontage overlay in Metropolitan Centre, Town Centre and Mixed Use zones to:
- a. support pedestrian safety and amenity
 - b. provide for continuity of building frontage and associated activities at street level.

Access to level crossings

- 24. Limit the location of buildings and structures within the sightline areas of road/rail level crossings not controlled by barrier arms and/or alarms.
- 25. Control vehicle access to sites adjacent to all road/rail level crossings to improve safety for vehicles on the road.

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1.3 Use of designations within the road corridor

Background

Road corridors are used for transportation, network infrastructure, and by the public.

Within corridors, designations are used to protect and provide for existing and future infrastructure. For example, designations are used for different phases of a project—planning (route protection), construction, and operation and protection of existing infrastructure.

Designations also impose restrictions on others who may have legal rights, such as land owners, to undertake works within the designated area in order to protect the required land or infrastructure.

The use of designations should reflect the range of legal rights to use and access the road corridor that must be considered. There are additional mechanisms for managing and coordinating access to the road corridor such as the National Code of Practice for Utility Operators' Access to Transport Corridors (the CAR process).

Designations in the road corridor should be used sparingly, for specific purposes and tailored to address specific phases. Any notice of requirement, including conditions, should be drafted to minimise the impact of the designation on others entitled to access the road corridor.

Objective

1. Designations in the road corridor are used only where necessary, to protect existing and future infrastructure and provide for infrastructure development, while minimising restrictions on transport functions, utility services and other users of the corridor.

Policies

1. Encourage requiring authorities to designate within the road corridor only when there is no other effective alternative to:
 - a. protecting the route or locating infrastructure to enable construction and operation where it is likely that future development and uses may impose restrictions and/or result in reverse sensitivity concerns
 - b. protecting existing infrastructure that would present a serious public health and safety risk or result in significant loss of service and incur significant unplanned costs if damaged or interfered with
 - c. provide for complex projects or works where they cross multiple areas/zones/roads.
2. Encourage requiring authorities seeking designations in accordance with the policy above to:
 - a. explore other mechanisms enabling route or asset protection, such as the Utilities Access Act 2010 and the CAR process
 - b. where practical, minimise restrictions on other users, especially those involved in ongoing operation, maintenance, upgrading and improvement of the road corridor, and network utility infrastructure located in the road corridor; by:
 - i. specifying in the notice of requirement how any legal rights of access to the corridor, including those of the corridor manager and network utility operators, will be managed during/after construction
 - ii. reducing the spatial extent of the designation—breadth, depth and height—to the minimum requirement for the relevant phase of development and considering uplifting the designation where practical.
3. Specify the information requiring authorities must provide when designating any part of a road corridor, including the spatial extent of the proposed designation—breadth, depth and height—for the different phases of development including planning, construction and operation of the finished work.

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2 Mana Whenua

2.1 Māori land

Background

These provisions recognise the unique legal and governance framework for land subject to Te Ture Whenua Māori Act 1993. These provisions enable minor development and provide for integrated Māori development that enables a range of activities on Māori land. These provisions provide a basis for better co-ordination between landowners, the Māori Land Court and the council in managing the resource of Māori land. Māori land within Auckland is identified in a non-statutory layer.

Mana Whenua aspire to jointly manage the resource of Māori land with the council under s.36b of the RMA. Ultimately, Mana Whenua may seek the transfer of powers from the council for some aspects of resource management decision-making on Māori land. Transfer of powers is possible under s.33 of the RMA.

These provisions apply to Māori land subject to Te Ture Whenua Māori Act 1993 including Māori land administered by an entity constituted under sections 12 or 13 of Te Ture Whenua Māori Act 1993, or under subsequent amendments to the Act.

Objectives

1. Mana Whenua have flexibility to use and develop Māori land in accordance with mātauranga and tikanga while ensuring appropriate health, safety and amenity standards are met.
2. The importance of economic development to support the occupation, development and use of Māori land is recognised.
3. Mana Whenua use and develop Māori land within areas scheduled for natural heritage values in ways that recognise and provide for those natural heritage values.
4. The occupation, development and use of Māori land is not adversely affected by the location of new significant infrastructure.

Policies

1. Provide for an appropriate character, scale, intensity and range of development on Māori land across Auckland, including in coastal areas and outside the RUB.
2. Provide for a range of activities, including papakāinga, marae and associated facilities, customary use, cultural and commercial activities, on Māori land.
3. Require the appropriate character, scale, intensity and range of activities to be determined on a case-by-case basis through an integrated Māori development plan, which is assessed against the capacity of the site to:
 - a. accommodate the development, based on an assessment of physical constraints
 - b. be sustainably serviced, using reticulated or alternative forms of infrastructure
 - c. avoid, remedy or mitigate any adverse effects on adjoining properties, while recognising that the purpose of an integrated Māori development plan is to facilitate activities that may be of a character, scale, intensity or range that is not provided for in the applicable zone.
4. Work with landowners to prepare an integrated Māori development plan to guide development of the site.
5. Provide for the integration of appropriate mātauranga and tikanga in determining the scale, intensity, range of activities, layout and location of development through an integrated Māori development plan.
6. Consider alternative approaches to site access and infrastructure provision in rural or coastal areas where the development of Māori land is constrained by access or the availability of infrastructure.

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7. Where an application is received for development on Māori land within areas scheduled for natural heritage values, the council will work with landowners to facilitate appropriate development by:
 - a. requiring an integrated Māori development plan to balance the need to enable development, occupation and use of Māori land with the recognition of values scheduled in all overlays, in accordance with mātauranga and tikanga
 - b. providing an opportunity for the extent of the scheduled area to be re-assessed in consultation with the landowners
 - c. considering measures for the on-going protection and maintenance of values on the site scheduled in overlays through the use of protective covenants, fencing or other management techniques
 - d. investigating alternative locations within the site, or identifying other locations to which development rights could be transferred
 - e. considering alternative approaches to development that maintain or enhance the values scheduled in overlays
 - f. recognising that there may be no or limited alternative locations for whanau, hapū or iwi to occupy their ancestral land.
8. Encourage utility operators to consider alternative routes and locations for infrastructure outside Māori land, where new infrastructure development may adversely affect the occupation, development and use of Māori land.

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2.2 Treaty settlement land

Background

These provisions recognise that the principles of Te Tiriti (including the principle of redress and the principle of active protection) require the council to enable the use and development of land acquired by Mana Whenua through Treaty settlement legislation.

These provisions enable minor development and provide for an integrated Māori development plan to enable a range of activities on Treaty settlement land. These provisions recognise the importance of the relationship of Mana Whenua with land acquired through the Treaty settlement process, and the desire of Mana Whenua to re-establish ahi kā on lands within their ancestral rohe. The provisions provide a basis for collaboration between landowners and the council in managing the resource of Treaty settlement land. Treaty settlement land within Auckland is identified in a non-statutory layer. This layer is updated to reflect new Deeds of Settlement and Treaty Settlement legislation.

Mana Whenua aspire to jointly manage the resource of Treaty settlement land with the council under s.36b of the RMA. Ultimately, Mana Whenua may seek the transfer of powers from the council for some aspects of resource management decision-making on Treaty settlement land. Transfer of powers is possible under s.33 of the RMA.

These provisions apply to land acquired by Mana Whenua through Claims Settlement Acts. These provisions do not apply to land acquired by Mana Whenua through the right of first refusal process.

Objectives

1. Mana Whenua have flexibility to use and develop Treaty settlement land in accordance with mātauranga and tikanga while ensuring appropriate health, safety and amenity standards are met.
2. Mana Whenua use land acquired as commercial redress to support their social and economic development.
3. Mana Whenua can access and use land acquired as cultural redress to support cultural activities.
4. Mana Whenua use and develop Treaty Settlement land within areas scheduled for natural heritage values in ways that recognise and provide for those natural heritage values.
5. The occupation, development and use of Treaty Settlement land is not adversely affected by the location of new significant infrastructure.

Policies

1. Provide for development of an appropriate character, scale, intensity on Treaty settlement land across Auckland, including in coastal areas and outside the RUB.
2. Provide for a range of activities, including papakāinga, marae and associated facilities, customary use, cultural and commercial, on Treaty settlement land.
3. Require the character, scale, intensity and range of activities and development to be determined on a case-by-case basis having regard to the capacity of the site to:
 - a. accommodate the development, based on an assessment of physical constraints
 - b. be sustainably serviced, using reticulated or alternative forms of infrastructure
 - c. avoid, remedy or mitigate any adverse effects on adjoining sites, while recognising the purpose of an integrated Māori development plan is to facilitate activities that may be of a character, scale, intensity or range that is not provided for in the applicable zone.
4. Work with landowners to prepare an integrated Māori development plan to guide development of the site.

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5. Provide for the integration of mātauranga and tikanga in determining the scale, intensity, range of activities and the layout and location of development through an integrated Māori development plan.
6. Consider alternative approaches to infrastructure provision in rural or coastal areas where the development of Treaty settlement land is constrained by the availability of infrastructure.
7. Where an application is received for development on Treaty settlement land within areas scheduled for natural heritage values, the council will work with landowners to facilitate appropriate development by:
 - a. requiring an integrated Māori development plan to balance the need to enable development, occupation and use of Treaty Settlement land with the recognition of values scheduled in all overlays, in accordance with mātauranga and tikanga
 - b. providing an opportunity for the extent of the scheduled area to be re-assessed in consultation with the landowners
 - c. considering measures for the ongoing protection and maintenance of values on the site scheduled in overlays through the use of protective covenants, fencing or other management techniques
 - d. investigating alternative locations within the site, or identifying other locations to which development rights could be transferred
 - e. considering alternative approaches to development that maintain or enhance the values scheduled in overlays
 - f. recognising that there may be no or limited alternative locations for whānau, hapū or iwi to occupy their ancestral land.
8. Where Mana Whenua propose an activity on Treaty Settlement land, consideration should be given to the benefits for the wider community and environment provided by any property specific protection mechanism.
9. Encourage utility operators to consider alternative routes and locations for infrastructure outside the Treaty Settlement land, where new infrastructure development may adversely affect the occupation, development and use of Treaty Settlement land.

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3 Historic heritage

Background

Much of Auckland's historic heritage has not been identified or evaluated to determine its significance. Some places or areas have been identified as being significant but have not been included in the historic heritage schedule. Other scheduled historic heritage places are covered by designations or notices of requirement which enable or potentially enable modification.

A precautionary approach is essential to prevent the loss of significant historic heritage places and areas occurring before they can be identified through area surveys, thematic research or public nominations, or included in the historic heritage schedule of the plan. A precautionary approach is particularly important in relation to archaeological sites. As of 2013, archaeological surveys have only been undertaken over 35 per cent of land within the Auckland region. Many sites are not easily identifiable or evaluated from surface evidence. Around 11,000 sites are recorded in the Auckland region, and it is likely that at least this many remain unidentified. Many archaeological sites are of Māori origin and are of interest or significance to mana whenua.

The New Zealand Historic Places Trust (NZHPT) has a statutory role under the provisions of the Historic Places Act 1993 (HPA) in regulating the modification or destruction of archaeological sites meeting certain criteria. This role potentially overlaps with the broader RMA historic heritage management responsibilities of councils. Adoption of a coordinated and streamlined approach in relation to activities that may adversely affect archaeological sites can assist in avoiding inadvertent site damage, duplication of roles, and delays for applicants.

Identifying potential adverse effects on archaeological sites as part of the resource consent process provides an opportunity for effects on significant sites to be avoided, allows places of Māori interest or significance and the interested party status of the NZHPT to be identified at an early stage, and for RMA and HPA consent processes, requirements and timeframes to be aligned.

Historic heritage in the coastal environment

The New Zealand Coastal Policy Statement 2010 (NZCPS) provides direction in relation to management of historic heritage in the coastal environment, which must be implemented in the Unitary Plan. The NZCPS applies to the land-based coastal environment as well as the CMA.

Objective

1. Significant historic heritage places that are not scheduled in the Unitary Plan are protected from the adverse effects of use and development.

Policies

1. Require an assessment of effects on historic heritage for activities for which a resource consent is required where:
 - a. the activity involves land disturbance or disturbance of the foreshore or seabed and has the potential to adversely affect archaeological sites
 - b. the activity has the potential to adversely affect historic heritage in the coastal environment
 - c. subdivision is proposed and has the potential to create or exacerbate adverse effects on historic heritage.
2. Take a precautionary approach to the demolition of buildings in areas of early settlement.
3. Manage effects on historic heritage places by:
 - a. assessing the significance of the historic heritage place in relation to the values in the RPS - Historic Heritage section
 - b. undertaking appropriate measures to avoid adverse effects on significant historic heritage. Where

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adverse effects cannot be avoided, they are remedied or mitigated

- c. requiring a protocol for the accidental discovery of archaeological sites to be followed.
4. Encourage protection and stewardship of significant historic heritage places that meet the criteria for scheduling by enabling appropriate use, subdivision or development that would not otherwise be provided for in the plan, where:
- a. the long term future of the place, and where applicable, its continued use for a sympathetic purpose, is secured, and this would not otherwise necessarily be achieved
 - b. the benefits to the wider community of enabling use, subdivision or development to secure the future conservation of a historic heritage place outweigh any adverse effects of not conforming to other sections of the plan
 - c. the significant heritage values of the place or its setting are not on balance adversely affected
 - d. detrimental fragmentation of management of the place is avoided
 - e. it is necessary to resolve problems arising from the inherent needs of the place, rather than the circumstances of the owner, or the monetary value of the site
 - f. sufficient incentive mechanisms are not available from any other source
 - g. it is demonstrated that the effects associated with enabling development have been minimised.

4 Natural heritage

4.1 Trees in streets and public open space

Background

Trees located within streets and public open space are an important public asset and need to be managed appropriately. As urban areas intensify, streets and public open space will be relied on to a greater extent to provide amenity in these areas.

Trees in our public open space contribute towards Auckland being a desirable place to live and are an important part of Auckland's natural heritage and identity.

Trees located within streets provide a range of values including making streets more attractive and contributing to pedestrian amenity. Environmentally, trees provide important functional values in terms of storing carbon and providing habitat and food for wildlife. The street has a large range of uses particularly for network utilities and at times these can conflict with the presence of trees. A balance of these competing uses needs to be achieved.

Objectives

1. Trees in streets and public open space that contribute to cultural amenity, landscape and ecological values are protected.
2. There is an increase in the quality and numbers of trees planted in streets and public open space particularly within areas identified for intensified living.
3. Enable the efficient maintenance and upgrading of utilities in streets provided there is not net loss in the values of trees or groups of trees.

Policies

1. Balance the efficient maintenance and upgrading of infrastructure and utilities with the protection of trees and groups of trees in streets.
2. Encourage ongoing planting and maintenance to enhance trees in public open space.
3. Manage trees within streets and public open space to protect their ecological and amenity values while acknowledging that multiple uses occur in streets and public open space.
4. Encourage the use of indigenous trees and vegetation for planting within streets and public open space, where appropriate, to recognise and reflect cultural, amenity, landscape and ecological values.

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5 Natural resources

5.1 Air quality

Background

Auckland's urban areas are the main focus of the Unitary Plan's objectives and policies relating to the management of air quality. This reflects the higher numbers of people that are impacted by sources of air pollution in the urban area. Higher population densities, together with mixed residential, commercial and industrial land uses and the high numbers of vehicles means there needs to be a greater focus on both the management of individual discharges from various sources and the separation of incompatible land uses and activities. There are also industrial processes that cannot avoid discharging contaminants into the air and their operation needs to be recognised and supported. Therefore, their effects need to be managed using suitable control technology, on-site management techniques and by locating such industries in appropriate areas.

Motor vehicles are the largest contributor to air pollution in Auckland. Motor vehicle emissions are very difficult to control or contain, and degraded air quality, as a result, has adverse impacts on human health, ecosystems and amenity values. Location of sensitive activities with respect to transport sources will become increasingly important with a growing population.

Domestic home heating is a large source of emissions in winter and emissions are targeted for improvement, for example by the use of new and more efficient solid fuel burning appliances.

In Auckland's CMA, air discharges are localised and usually temporary in nature. In the rural areas low densities of development do much to provide adequate separation to manage the effects of contaminants on human health and neighbourhood amenity values, provided good on-site management practices are carried out.

Objectives

[rcp/rp]

1. Air quality is maintained in those parts of Auckland that have excellent or good air quality, and air quality is enhanced in those parts of Auckland where it is poor.
2. Air discharges, including PM¹⁰ and PM^{2.5} (particle pollution, or particulate matter), are reduced to protect public health and amenity, and to meet national and Auckland Ambient Air Quality Standards (AAAQS) in Table 1.
3. Human health, amenity values, property and environment are protected from significant adverse effects of air contaminants.
4. Industrial and rural activities are located within appropriate zones, to recognise the benefits of these activities and provide for them, and to avoid adverse effects from air discharges on human health, property and the environment.
5. Incompatible land uses and activities are adequately separated to avoid or minimise adverse effects of air discharges, and reverse sensitivity conflicts are avoided or minimised.
6. Landuse is managed to avoid or mitigate the adverse effects of motor vehicle emissions on people, especially in respect of children's health.

Policies

[rcp/rp]

Human health

1. Protect human health by requiring that air discharges do not cause air quality to exceed the AAAQS in Table 1 for the specified contaminants, and manage the discharge of other contaminants so that the adverse effects on human health, including cumulative adverse effects, are minimised.

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Domestic indoor fires

2. Manage air discharges from indoor solid fuel burning domestic fires, in urban and future urban areas to prevent domestic fires from causing nuisance to neighbours from odours, particulate matter (PM), fumes, smoke, ash, visible emissions.
3. Manage indoor solid fuel burning domestic fires in rural areas or the CMA so that air discharges do not cause significant adverse effects to people or the environment, including avoiding effects from the discharge of hazardous air pollutants.

Air Quality Amenity

4. Manage the air quality amenity in the CMA and urban areas by:
 - a. avoiding offensive or objectionable odour, dust, particulate, ash, smoke, fumes, overspray and visible emissions
 - b. avoiding any significant adverse effects from industrial or rural activities air discharges
 - c. having adequate separation distances and best management practices for industrial or rural activities
 - d. minimising adverse air quality effects from urban and marine activities.
5. Manage the amenity in rural areas by:
 - a. avoiding offensive or objectionable odour, dust, particulate, ash, smoke, fumes, overspray and visible emissions that are not of a rural nature or character
 - b. allowing for minor and localised degradation of amenity only where the discharge is from a rural activity
 - c. minimising adverse effects of air discharges from rural activities.
6. Manage reduced amenity in the Heavy Industry and Quarry zones in the Unitary Plan and in the Commercial 6 zone, in the Hauraki Gulf Islands section of the Auckland Council District Plan, to support the use and development of that zone by:
 - a. accepting some reduction in air quality amenity in the above zones, provided any discharge to air is minimised and any discharge of hazardous air pollutant does not cause adverse health effects
 - b. requiring adequate separation distances to ensure any air discharges that move beyond reduced amenity areas meet the air quality provisions of the adjacent area
 - c. avoiding activities sensitive to air discharges locating in or adjacent to reduced amenity areas.

Reverse sensitivity and separation distances

7. Maintain adequate separation distances between activities with air discharges and those sensitive to air discharges by:
 - a. encouraging heavy industry that requires an air discharge consent to locate in Heavy Industry zones and be separated by an appropriate distance of at least 500m from zones providing for activities sensitive to air discharges
 - b. not allowing new activities with discharges to air that are likely to have adverse effects to locate in zones where activities sensitive to air discharges are permitted activities, unless it can be shown that adverse effects can be avoided, remedied or mitigated and amenity provisions of the zone are met
 - c. not allowing activities including heavy industry that require air discharge consents to locate in Air Quality Industry Transition overlay, or Light Industry zones, unless it can be shown that adverse effects on activities sensitive to air discharges can be avoided, remedied or mitigated.

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8. Avoid industrial air discharges in rural areas and the CMA except where:
 - a. the activity is location-specific, such as quarries or localised wastewater treatment facilities
 - b. the activity is significant infrastructure requiring large separation distances that cannot be provided for within urban areas
 - c. the activity is a rural industry.

Air discharges from transport

9. Require applications for land use consent or designation for a high traffic-generating activity to demonstrate that:
 - a. Any potential discharges of pollutants to air from vehicles have been assessed using best practice methods such as modelling and monitoring, appropriate to the scale of the discharge and any potential adverse effects
 - b. the combined concentrations of air discharges arising from the activity and background levels will not cause adverse effects on human health or on regional or local air quality, and will meet the AAAQS in Table 1
 - c. easy access to public transport is available so that people have an alternative to private vehicles
 - d. access to and the layout and design of the land use or activity facilitates walking or cycling as a practicable alternative to the use of private motor vehicles for trips to/from the activity.
10. Avoid or minimise adverse effects from motor vehicle emissions on activities sensitive to air discharges by separating these activities from significant motor vehicle emission sources.

Air discharges from outdoor burning

11. Require air discharges from outdoor burning, including odour, dust, smoke, fumes, visible emissions and hazardous air pollutants to be:
 - a. avoided in urban and industrial areas and the CMA
 - b. minimised in rural areas.

Managing air quality from individual discharge sources

12. Avoid or minimise air discharges by:
 - a. using best management practices
 - b. adopting a precautionary approach where there is uncertainty and a risk of serious effects or irreversible harm to the environment from air discharges
 - c. using best practicable option emissions control at the source of the discharge
 - d. avoiding air discharges that will cause significant adverse effects.
13. Avoid significant adverse effects from air discharges beyond the boundary of the premises where the discharge is occurring, including:
 - a. noxious or dangerous effects on human health, property or the environment from hazardous air pollutants
 - b. offensive or objectionable effects on amenity values from odour, dust, particulate matter, smoke, ash, fumes and visible emissions
 - c. overspray effects on human health, property or the environment.
14. Require individual sources of any discharge to air to demonstrate where relevant to the discharge type and reasonably practicable:

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- a. low-emission fuels are used
 - b. energy is efficiently used
 - c. best practicable option is used
 - d. fugitive emissions are minimised
 - e. risk and adverse effects on people, property and the environment from hazardous air pollutants are avoided
 - f. the amenity provisions of any zone where the discharge is having an effect are met
 - g. recognised best-practice management and emission control standards are met
 - h. there are adequate separation distances to activities sensitive to air discharges
 - i. significant adverse effects on flora and fauna, particularly where they are food sources or in areas identified as SEAs both on land and in the CMA are avoided.
15. Require large-scale combustion sources with air discharges to:
- a. be assessed on an input energy basis so that emissions from different types of combustion sources and their potential adverse effects can be directly compared
 - b. demonstrate for activities that require discretionary air discharge consent that any adverse effects on aircraft stability and/or safety are avoided.
16. Require waste processes and intensive farming with air discharges to:
- a. internalise adverse odour effects within the premises, or on other land under the control of the same owner or occupier as the activity, unless it can be demonstrated that the amenity provisions of the zone into which the activity discharges can be met
 - b. encourage the reduction, reuse or recycling of waste materials in the process.

Resource consents for air discharges

17. Assess the effects of air discharges from a premise or site, including all activities that require discharge consents, together to generally grant a single air discharge consent per premise or site.
18. Require applications for activities requiring resource consent for air discharges to:
- a. have combined concentrations arising from the air discharge activity and background levels below the AAAQS in Table 1
 - b. show how the amenity provisions of the zone, and any adjacent zone where there are effects from the activity, are met
 - c. assess air discharges using best-practice methods, such as modelling and monitoring, appropriate to the scale of the discharge and any potential adverse effects
 - d. demonstrate best practice management including minimising discharges
 - e. demonstrate that the chosen method and amount of discharge does not have a practicable alternative that causes less adverse effects
 - f. demonstrate that the location of the activity and any discharge is suitable to avoid adverse effects on the environment, health and amenity especially on sensitive activities
 - g. provide details of how the offsets policy will be met, where relevant
 - h. avoid, remedy or mitigate any cumulative adverse effects
 - i. demonstrate that any risk to people and property has been adequately avoided or mitigated

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- j. demonstrate that adequate separation distances are available for the duration of the consent to ensure that adverse effects on health and amenity of activities sensitive to air discharges are avoided
- k. assess the potential for reverse sensitivity effects to occur.

Monitoring of air quality

- 19. Carry out monitoring of air quality to ensure adverse effects on human health, property or the environment are adequately avoided, remedied or mitigated and air quality meet nationally and internationally accepted standards and protocols.
- 20. Use the FIDOL (frequency, intensity, duration, offensiveness and location) method when determining the adverse effects of odour, dust, smoke, ash, fume, overspray or visible emissions.

Air discharge offsets

- 21. Give effect to the requirements of the National Environmental Standard for Air Quality and to comply with the AAAQS by offsetting new discharges of PM¹⁰ or PM^{2.5} particulate matter that require consent and will discharge into the Auckland airshed. Offsets must:
 - a. be required until the Auckland airshed achieves five years without any breach of the AAAQS for PM¹⁰ or PM^{2.5}
 - b. be for new activities or when emissions from existing consented activities increase
 - c. be calculated on an annual mass emission basis and be offset on a one-to-one annual mass emission basis
 - d. be done as close as practicable to where the effects of the discharge occur
 - e. be for the duration of the consent
 - f. be treated as having the same health effects irrespective of the source of the PM¹⁰ or PM^{2.5}. There will be no consideration of the particulate composition of the source or offset
 - g. be undertaken if ground level concentrations exceed 2.5µg/m³ of PM¹⁰ or if mass emissions from the premises exceed 4t per year of PM¹⁰
 - h. not consider fugitive emissions or precursors for secondary forms of particulate matter
 - i. assume that all total suspended particulate (TSP) is PM¹⁰ unless demonstrated otherwise.

Table 1: Auckland Ambient Air Quality Standards (AAAQS)

[rp/rcp]

Contaminant	Standard	Averaging Time	Number of permissible exceedances per year
Particles less than 10 microns (PM ¹⁰)	50 µg/m ³	24 hour	1
	20 µg/m ³	Annual	0
Particles less than 2.5 microns (PM ^{2.5})	25 µg/m ³	24 hour	0
	10 µg/m ³	Annual	0
Nitrogen dioxide (NO ²)	200 µg/m ³	1 hour	9
	100 µg/m ³	24 hour	0
	40 µg/m ³	Annual	0

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Carbon monoxide (CO)	10 mg/m ³	8 hours (running mean)	one 8-hour period
	30 mg/m ³	1 hour	0
Sulphur dioxide (SO ₂)	350 µg/m ³	1 hour	9
	570 µg/m ³	1 hour	0
	20 µg/m ³	24 hour	0
Ozone (O ₃)	150 µg/m ³	1 hour	0
	100 µg/m ³	8 hour	0
Lead	0.2 µg/m ³	3 month moving average calculated monthly	0
Benzene	3.6 µg/m ³	Annual	0
Benzo[a]pyrene	0.0003 µg/m ³	Annual	0
1,3-Butadiene	2.4 µg/m ³	Annual	0
Formaldehyde	100 µg/m ³	30 minutes	0
Acetaldehyde	30 µg/m ³	Annual	0
Mercury (inorganic)	0.33 µg/m ³	Annual	0
Mercury (organic)	0.13 µg/m ³	Annual	0
Chromium VI	0.0011 µg/m ³	Annual	0
Chromium metal and Chromium III	0.11 µg/m ³	Annual	0
Arsenic (inorganic)	0.0055 µg/m ³	Annual	0
Arsine	0.055 µg/m ³	Annual	0

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5.2 Earthworks

Background

Earthworks are essential prerequisites for the development of urban land, for the use of rural land for both farming, forestry, mineral extraction and the construction of major infrastructure projects. The management of the adverse effects of earthworks focuses on both large and small disturbance areas, as the cumulative adverse effects from a number of small earthwork sites can be as significant as single large areas of exposed earth.

The major contaminant of Auckland's urban CMA is sediment generated during previous land development. This sediment affects both the quality of coastal water and the amenity and recreational values of popular beaches. Sediment also reduces the biological diversity of urban and rural streams.

Earthworks have direct physical impacts on landforms catchment hydrology and sites of archaeological and heritage value. Given the lengthy history of Māori settlement in Auckland, sites of significance including burial sites are found across Auckland. Procedures are in place for dealing with any human remains found during earthworks. There are also places and areas that have landscape or landform values that are identified in the plan, where earthworks are discouraged.

There are a number of best practice land management techniques that can be used to reduce the amount of sediment entering water bodies during the land development process. These form the basis of the earthworks controls. However even with the use of best practice, it is not possible to prevent all sediment entering water bodies.

Objectives

[rp/dp]

1. Earthworks are undertaken in a manner that protects people and the environment.
2. The risk of natural hazards is not increased by earthworks.

[rp]

3. Sediment generation from earthworks is minimised.

Policies

[rp/dp]

1. Avoid, remedy or mitigate the adverse effects on the values or sites included in the Natural Heritage and Natural Resource overlays in the Unitary Plan.
2. Manage earthworks to:
 - a. retain soil and sediment on the land, and not discharge it to water bodies and coastal water by use of best sediment and erosion control practices
 - b. limit the amount of land being disturbed at any one time, particularly where the soil type, topography and location is likely to result in increased sediment runoff or discharge
 - c. not create or exacerbate the risk of natural hazards
 - d. avoid, remedy or mitigate noise, vibration, odour and other amenity effects, traffic and human health effects
 - e. maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering
 - f. minimise the loss of sediment during rain events and its subsequent discharge into surface water bodies and coastal water
 - g. require the use of best industry practices and standards for on-site sediment treatment or removal methods relative to the nature and scale of the activity to reduce the amount of sediment

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discharge.

3. Manage earthworks within the 1 per cent AEP floodplain to ensure:
 - a. they do not exacerbate flooding, either at the site or at any location upstream or downstream of the works
 - b. there is no significant permanent reduction of waterway area or loss of flood plain storage.
4. Manage the impact on Mana Whenua cultural heritage that are discovered during development or land use by:
 - a. requiring a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin
 - b. undertaking appropriate actions in accordance with mātauranga and tikanga Māori
 - c. undertaking appropriate measures to avoid adverse effects. Where adverse effects cannot be avoided, effects are remedied or mitigated.

[rp]

Discharge policies

5. Require any proposal to discharge sediment laden water to a surface water body or to coastal water from the undertaking of earthworks for which resource consent is required, to demonstrate that:
 - a. where the MCI in the receiving river or stream currently meets or exceeds the relevant guideline in Auckland-wide - [Water quality and integrated management](#), Table 1: MCI guidelines for Auckland, the sediment discharge will not result in a long-term deterioration of the MCI
 - b. where the MCI in the receiving river or stream currently does not meet the relevant guideline in Auckland-wide - [Water quality and integrated management](#), Table 1: MCI guidelines for Auckland, the sediment discharge has been minimised to the fullest extent that is reasonably practicable
 - c. the receiving environment is able to assimilate the discharged sediment after reasonable mixing, with any significant adverse effects being avoided, and other effects remedied or mitigated, particularly within areas identified in the Unitary Plan as being sensitive because of their ecological values, including terrestrial, freshwater and coastal ecological values
 - d. any significant adverse effects on the present use of the receiving waters after reasonable mixing have been avoided, and other effects 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, including taiāpure, rāhui or whakatupu areas
 - iii. the collection of fish and shellfish for consumption
 - iv. areas of maintenance dredging.

5.3 Vegetation management

Background

Vegetation cover contributes to a range of ecosystem services such as erosion and sediment control, reducing stormwater flows, protecting or enhancing water quality, enhancing amenity and natural character values, and mitigating natural hazards.

It is important for riparian margins, coastal edges and areas of large contiguous vegetation and enhanced marine environments. Vegetation cover helps maintain Auckland's indigenous biodiversity and marine environments.

Objective

[rp]

1. The ecosystem services and indigenous biological diversity values of vegetation in sensitive environments and areas of contiguous native vegetation cover are recognised and maintained while providing for reasonable use and development.

Policies

[rp]

1. Protect vegetation in sensitive environments including the coast, riparian margins, wetlands and areas prone to natural hazards.
2. Protect areas of contiguous native vegetation cover including extensive areas on land which may be subject to instability and erosion in rural environments.
3. Provide for activities which enhance the ecological integrity and functioning of areas of vegetation including the management and control of plant pests and unwanted organisms.
4. Provide for the operation and routine maintenance of existing activities within areas of existing vegetation.
5. Avoid, remedy or mitigate the adverse effects of vegetation removal on indigenous biological diversity and ecosystem services including soil conservation, water quality and quantity management, and the avoidance and mitigation of natural hazards.
6. Minimise vegetation disturbance from activities, works, accessways and building platforms by assessing alternative locations and methods for the proposed works.
7. Recognise and provide for the management and control of kauri dieback as a means of maintaining indigenous biodiversity.

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5.4 Mineral extraction from land

Background

Land-based mineral extraction only occurs where the mineral resource is found. This means that mineral extraction sites can be found in urban and rural areas. Sites within Auckland's urban areas are historical operations, sometimes with a limited future economic life, as available resources become exhausted. More quarries operate in rural areas or close to the RUB. The expansion of urban Auckland and rural residential living in rural areas means there is competition for access to mineral-rich land. There is also increasing conflict between residential lifestyle expectations and the provision of important mineral resources to meet Auckland's ongoing demands.

Mineral extraction operations or quarries in Auckland can be divided into three types—the first is large-scale operations serving the whole of Auckland. Examples of these are the quarries in the Hunua Ranges and at Drury. There are also smaller scale commercial quarries that provide aggregates to local and sub-regional areas, for example at Waitākere and Wainui. The third type is associated with local farm and forestry quarries, where aggregate is extracted from the property or local areas to provide materials for hard stand areas, tracks and roads.

These different scales of extraction operations are managed in different ways by the Unitary Plan. Significant mineral extraction sites are identified by their own Quarry zone. Provision is made for farm and forestry quarries in particular rural zones, where they are appropriate to the purpose of the zone. Other existing quarry operations are authorised to continue by way of existing use rights or by a resource consent.

Objective

[rp/dp]

1. Mineral extraction from the land occurs in a way that meets industry and users' needs while environmental and amenity values are protected.

Policies

1. Existing and new mineral extraction activities of a significant size and scale are provided for by their inclusion in a Special Purpose Quarry zone and will be managed by the provisions of this zone.

[rp/dp]

2. Significant adverse effects associated with mineral extraction activities must be remedied or mitigated as far as practicable.
3. Require proposals for new mineral extraction activities in rural areas to provide adequate information on the establishment and operation of the activity and demonstrate:
 - a. the size and scale of extraction activities, the expected length of operation and the extent of the market to be served from the extraction site
 - b. the design and layout of the site, the access roads and supporting facilities
 - c. that adequate measures will be used to:
 - i. manage noise, vibration, dust and illumination to maintain amenity values of the surrounding land uses, particularly at nighttime
 - ii. manage adverse effects of traffic generation and maintain traffic safety, particularly measures to manage heavy vehicles entering or exiting the site
 - iii. avoid, remedy or mitigate adverse effects on soil and water quality, including impacts on watercourses within the extraction site and the effects of discharges from the site into the neighbouring environment.
 - iv. maintain land stability
 - v. mitigate significant adverse effects on visual and landscape values

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- vi. protect the values of identified heritage or archaeological sites, buildings, places or areas, along with Mana Whenua values
 - d. options anticipated for the rehabilitation of the site, either by a staged process or at the end of the economic life of the quarry, having regard to the expected life of the mineral extraction site.
4. Require a quarry management plan to be prepared to address operational matters associated with mineral extraction, including management of adverse effects and actions to remedy, mitigate or offset these effects.
 5. Locate buildings and structures associated with mineral extraction activities appropriately, in relation to the site boundaries, and be of an appropriate scale for a rural industry.
 6. Enable the temporary on-site use of the mineral extraction site for ancillary quarry activities, such as crushing and sorting, but avoid the establishment of quasi-industrial zones on or near the mineral extraction site.

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5.5 Cleanfills, managed fills and landfills

Background

Cleanfills, managed fills and landfills support the use and development of land and the disposal of sanitary waste generated by residential, commercial, industrial and rural activities in Auckland. The implementation and use of cleanfills and managed fills will reduce the amount of inert material in landfills to ensure greater waste disposal efficiency in Auckland.

Cleanfills involve the depositing of inert waste materials onto land with no more than minor adverse effects on the environment. Cleanfills provide a cost-effective solution for disposing of that material and can facilitate the re-contouring of land to improve its range of use once the cleanfill operation ceases.

Managed fills involve depositing inert wastes that exceed the natural background level for contaminants and hazardous substances, but where the adverse effects on the environment and human health are still less than minor. Managed fills provide a degree of flexibility for wastes that are not suitable for cleanfill or landfill deposit. Landfills receive municipal and industrial waste. New and closed landfills, while providing an essential service that enables community well-being, do need to be carefully designed and operated in order to avoid adverse effects on the environment.

Objectives

[rp/dp]

1. Cleanfills, managed fills and landfills are located, designed and operated in accordance with best management practices in a way that does not adversely affect the environment, including water and the CMA.
2. Cleanfills are of a scale, location, design and operation that makes them compatible with neighbourhood amenity values.
3. Human health is protected from the adverse effects of new, open or closed cleanfills, managed fills and landfills.
4. Cleanfilling and safe managed filling assists the rehabilitation of exhausted quarries.

Policies

[rp/dp]

New cleanfills, managed fills and landfills

1. Avoid significant adverse effects; and avoid, remedy or mitigate other adverse effects on the environment arising from cleanfills, managed fills and landfills by:
 - a. requiring all accepted waste material disposed of at:
 - i. a cleanfill site to comply with the definition of cleanfill material
 - ii. a managed fill site to comply with the definition of cleanfill material or managed fill material
 - b. avoiding the establishment of cleanfills, managed fills or landfills in, on or adjacent to a lake, river, stream, wetland or the CMA
 - c. avoiding the establishment of cleanfills, managed fills or landfills that require the piping of a river or wetland
 - d. avoiding the establishment of cleanfills, managed fills or landfills in, on or adjacent to areas of ONC, ONF, ONL, HNC and SEAs
 - e. avoiding the placement of cleanfills, managed fills or landfills on land where instability or subsidence of land may occur
 - f. requiring cleanfills, managed fills and landfills to be designed and operated in accordance with industry best management practices and guidelines.

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Closed cleanfills, managed fills and landfills

2. Manage the closure of and closed cleanfills, managed fills and landfills by:
 - a. adopting post-closure management and monitoring that is appropriate to the nature and requirements of the site and the type of waste material that was accepted during its operative period
 - b. enabling maintenance and monitoring activities to occur
 - c. ensuring that land use activities or development, both current and future undertaken on the site, do not compromise the site's aftercare.
3. Avoid activities, buildings, structures or works in, on or adjacent to closed sites that:
 - a. compromise the site's structural integrity, including any sealing cap and the containment of fill and leachate
 - b. adversely affect the ability to effectively undertake management and maintenance requirements.

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5.6 Contaminated land

Background

The physical and economic growth of Auckland means that the development and redevelopment of both urban and rural land will require the use of contaminated land, or the management of its off-site effects, to maintain or improve environmental and amenity values. There are a range of management and remediation techniques that are available to enable the use and reuse of contaminated land. These vary from in-situ treatment through to the removal of contaminated material to an appropriate disposal site.

The council is required to manage both the use of land containing elevated levels of contaminants and the discharge of contaminants from land containing elevated levels of contaminants.

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2012 (NES) applies to assessing and managing the actual or potential adverse effects of contaminants in soil on human health from five land-use activities: subdivision, land-use change, soil disturbance, soil sampling, and removing fuel storage systems. The objective of this NES is to ensure land containing elevated levels of contaminants in soil is appropriately identified and assessed when soil disturbance and/or land development activities take place and, if necessary, managed or remediated to make the land safe for human use.

This NES does not apply to assessing or managing the actual or potential adverse effects of discharges of contaminants on environmental receptors.

Objective

[rp]

1. Land containing elevated levels of contaminants is managed to protect human health and the environment and to enable this land to be used for suitable activities now and in the future.

Policies

[rp]

1. Identify land containing elevated levels of contaminants by:
 - a. requiring a site investigation of land being redeveloped or subdivided, having regard to the potential for contamination from past activities
 - b. recording the details of actual or potentially contaminated land in a public register.
2. Require any proposal to use or develop land containing elevated levels of contaminants to remedy or manage the contaminated land to a level that:
 - a. protects human health to a level appropriate for the proposed land use
 - b. protects the environment to a level appropriate for existing and proposed land uses
 - c. allows contaminants to remain in the ground/groundwater, where it can be demonstrated that the level of residual contamination will not pose a significant adverse effect on human health or the environment
 - d. avoids adverse effects on potable water supplies
 - e. avoids, remedies or mitigates significant adverse effects from contaminated discharges to air, land and water on ecological values, water quality and amenity values.
3. Decisions on the use, development, management or remediation of land containing elevated levels of contaminants must in addition to the matters in Policy 2 above, take into account the following:
 - a. the physical constraints of the site and operational practicalities
 - b. the financial implications of the investigation, remediation, management and monitoring options
 - c. the requirement of the National Environmental Standard for Assessing and Managing

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Contaminants in Soil to Protect Human Health 2012

- d. the provision of a detailed site investigation (contaminated land), remedial action plan (contaminated land), site validation report (contaminated land) and site management plan (contaminated land) that quantifies the adverse effects and the methods to avoid, remedy or mitigate these effects and to undertake monitoring of the site
 - e. the use of best practice contaminated land management for the identification, monitoring and remediation procedures
 - f. adequate measures are in place for the transport, disposal and tracking of soil and other material removed from the site to prevent adverse effects on the environment.
4. When considering Policies 2 and 3 above, the council will have regard to the following documents, where they are relevant to the type of land contamination:
- a. current edition of the Petroleum Guidelines October 2011
 - b. current edition of the Contaminated Land Management Guidelines, No 1, 2 and 5 October 2011.

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5.7 Managing hazardous substances

Background

Hazardous substances include substances defined in the Hazardous Substances and New Organisms Act 1996 (HSNO) and substances with radioactive properties or high biological oxygen demand. Substances fall within the definition if they have certain hazardous properties such as explosiveness, flammability or corrosiveness among other factors. The HSNO and associated regulations set minimum performance standards for the management of these substances. The RMA enables plans to include additional land use controls for the prevention or mitigation of any adverse effects of the storage, use, disposal and transport of hazardous substances. These activities fall within the definition of hazardous facilities. Land use controls may relate to matters such as the location of hazardous facilities, their potential impacts on other land uses and the natural environment, and the transport of hazardous substances that are undertaken as part of the hazardous facility's operation.

Objectives

1. The risks of hazardous facilities to people, property and the environment are minimised to acceptable levels while recognising the benefits of these facilities.

Policies

1. Manage hazardous substances by:
 - a. locating, designing, constructing and managing hazardous facilities to avoid or adequately mitigate adverse effects, including risks, to people, property and the environment
 - b. identifying, assessing and managing cumulative effects of hazardous facilities so they do not increase to unacceptable levels of risk to people, property and the environment
 - c. controlling the transport of hazardous substances as part of a land use activity so adverse effects associated with the transport of hazardous substances on roading infrastructure and other land use activities along transport routes are minimised.
2. Require any proposals for a hazardous facility, for which resource consent is required, to demonstrate how risks to people, property and the environment have been avoided or adequately mitigated.

5.8 Biosolids

Background

Biosolids are sewage sludges or sewage sludges mixed with other materials that have been treated and stabilised to the extent that they are able to be safely and beneficially applied to land. Biosolids have significant fertilising and soil conditioning properties as a result of the nutrients and organic materials they contain. In addition to natural nutrients, biosolids may also contain pathogens, heavy metals and synthetic organic compounds. They therefore require appropriate management to minimise the risk to public health and the contamination of land, surface and groundwater and the CMA.

The biosolids from many wastewater treatment plants are disposed of in landfills. This involves transport costs and uses valuable space in these landfills. More sophisticated wastewater treatment plants have enabled the production of more highly treated biosolids and more flexibility in their disposal to land. National guidelines provide direction on the grading of biosolids, according to their levels of contamination and stability. This grading system forms the technical basis for how the application of biosolids are managed in the Unitary Plan.

Objective

[rp]

1. The beneficial use of biosolids onto or into land is provided for without having significant adverse effects on water quality, public health, amenity values and the potential future use of the land for urban development.

Policy

[rp]

1. Allow the application of biosolids on or in land where it can be demonstrated that:
 - a. it will not result in significant adverse effects on surface and groundwater quality
 - b. it does not pose a threat to public health in terms of concentrations of nutrients, heavy metals, pathogens and synthetic organic chemicals
 - c. it does not adversely affect any Mana Whenua values associated with the site
 - d. it does not result in more than minor adverse effects to a water supply management area
 - e. there is no offensive or objectionable odour or dust beyond the boundary of the property on which the biosolids are applied
 - f. land used for food production or residential activities is avoided.

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5.9 Industrial and trade activities (ITA)

Background

Industrial or trade activities often involve the use, handling and storage of environmentally hazardous substances as part of their production and operation. Disposal of these waste products normally occurs by discharge to a trade waste sewer or other methods. However unless these activities are appropriately managed hazardous substances can be washed off the site and onto land or into rivers and streams, groundwater systems and coastal waters, often via the public stormwater network, and adversely affect water quality and ecosystem health.

Good on-site management practices are the primary method of minimising the discharge of environmentally hazardous substances and managing the risk of accidental spills.

Objectives

[rp]

1. Environmentally hazardous substances used by ITAs are managed to avoid adverse effects on land and water as far as practicable, or to minimise adverse effects where they cannot be entirely avoided.

Policies

[rp]

1. Prevent or minimise the discharge of environmentally hazardous substances from ITAs onto or into land, water or into the stormwater system by:
 - a. requiring wastewater and other effluent to be discharged to a public trade waste sewer where one is available
 - b. requiring ITAs to have, where appropriate, onsite management systems, processes, containment and treatment.
2. Require measures to be implemented, where environmentally hazardous substances cannot be discharged to a trade waste sewer or contained on site, to minimise adverse effects on land and water including:
 - a. consideration of options and alternatives
 - b. reducing effluent volumes and contaminant concentrations as far as practicable
 - c. applying treatment and other measures having regard to the nature of the discharge and the sensitivity of the receiving environment.
3. Require operation and maintenance regimes to ensure the on-going functioning of any management or treatment measures.

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5.10 Agrichemicals and Vertebrate Toxic Agents (VTAs)

Background

Agrichemicals are used by most primary producers and in many domestic or amenity situations for weed, pest and disease control. When used correctly agrichemicals can make a positive contribution to sustainable land use. People can use agrichemicals provided they do not result in adverse effects on other people, the environment or property and are used safely and responsibly in accordance with best practice. The Unitary Plan's approach to the management of agrichemicals relies on the provisions of the New Zealand Standard for the Management of Agrichemicals (NZS 8409: 2004). Meeting the requirements of this standard will ensure best management approaches to the use, application, storage and disposal of agrichemicals.

VTAs are products that are designed to kill or control vertebrate pests such as rabbits and possums. For managing VTAs, best practice is set out in the HSNO requirements.

Objective

[rp]

1. Human health and the environment are protected from the inappropriate application, handling, transport, storage or disposal of agrichemicals and VTAs.

Policies

[rp]

1. Avoid significant adverse effects, and minimise other adverse effects, from the use of agrichemicals and VTAs including off-target spray drift, handling, storage, transport or disposal by:
 - a. managing their application to prevent adverse effects on or near sensitive areas, including:
 - i. dwellings
 - ii. education facilities
 - iii. marae and papakāinga
 - iv. hospitals and aged care facilities
 - v. amenity areas and public places
 - vi. sources of potable water including roof water collection
 - vii. non target crops, and flora and fauna sensitive to agrichemicals and VTAs
 - viii. v certified organic farms and farms applying for certification
 - ix. freshwater systems, CMA and SEAs
 - b. using where practicable, the least toxic and volatile agrichemical or VTA with the most harmless adjuvant (substance used to improve their performance) suitable for the purpose
 - c. applying agrichemicals and VTAs in accordance with the product's label requirements, including specified rates of application
 - d. using an application method that minimises spray drift, giving particular attention to the:
 - i. type of spray equipment used
 - ii. spray volume and droplet size
 - iii. direction of spraying
 - iv. height of release above the ground
 - v. weather conditions
 - vi. proximity to sensitive areas

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- vii. separation distances
 - e. considering the benefits and costs of alternatives to the use of agrichemicals and VTAs for plant and animal protection.
2. Avoid adverse effects on human health and air, land, water, flora and fauna from off-target spray drift or the application, handling, storage, transport or disposal of agrichemicals

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5.11 Rural production discharges

Background

Farming activities generate various waste products and contaminants that have the potential to pollute rivers, 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, chemicals, 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, as well as, leachate from offal holes, silage storage and composted materials.

The application of fertiliser to land is a critical component of a productive farming unit. However, the runoff of fertiliser into rivers and streams is a major contributor to nutrient enrichment in Auckland's rural streams and coastal water. This in turn affects the biological values of the water and can encourage the growth of unwanted aquatic vegetation. Fertiliser contamination of the south Auckland volcanic aquifers is also a matter of concern.

The principal management approach is one that focuses on containing discharges from rural production activities on site, and treating the discharges using appropriate measures. The use of best industry practices for the application of potential contaminants such as fertiliser form the basis for controlling these types of discharges.

Objective

[rp]

1. Discharges from rural production activities are managed to protect land and water resources.

Policies

[rp]

1. Avoid more than minor adverse effects of discharges from rural production activities on water bodies, aquifers and artificial watercourses.
2. Enable dairy effluent discharges to land provided that discharge systems are designed and operated to minimise overland flow to surface water bodies and leaching of nutrients and other contaminants to groundwater.
3. Enable discharges of fertilisers to land where:
 - a. application is in accordance with best industry practice
 - b. the rate of application does not exceed the assimilative capacity of the soil and its vegetative cover
 - c. the vulnerability of the south Auckland volcanic aquifer to potential groundwater contamination has been considered and any effects are avoided or minimised.
4. Avoid the discharge of contaminants generated from rural production activities directly into water bodies and artificial watercourses.
5. Enable discharges to land that could run overland into water where:
 - a. best industry practice will be used to avoid more than minor effects on land, water bodies and groundwater
 - b. there are no adverse effects on Mana Whenua values associated with freshwater resources, including wāhi tapu, wāhi taonga and mahinga kai
 - c. there are no hazardous substances or human waste/sewage in the discharge
 - d. offal holes, silage storage facilities, and stockpiled and composted vegetative material or animal waste are appropriately sited and constructed

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- e. silage storage facilities are sealed and silage stacks covered
- f. leachate is collected, stored and appropriately disposed of to land or off-site
- g. there is no offensive or objectionable odour or dust beyond the boundary of the property where the contaminants are being discharged.

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5.12 Natural hazards

Background

Auckland is affected by a wide range of natural hazards including those that occur frequently such as flooding (coastal and freshwater) and land instability, and those that occur less frequently including volcanic activity, tsunami, earthquakes, meteorological hazards (cyclones, tornadoes, drought) and fire. The risk that these hazards pose is not just a reflection of the frequency of these events, rather it is made up of a number of factors including the:

- size and nature of the hazard
- likelihood of the hazard occurring;
- exposure and vulnerability of elements at risk (people, buildings, infrastructure).

All of these hazards can affect both property and the environment. Decisions on how to avoid or mitigate them can affect the subject area, neighbouring properties and the wider environment as well as unintentionally exacerbate the risk from natural hazards. The Unitary Plan requires the use of the best information available to identify land which may be subject to natural hazards. This includes hazard maps, hazards registers and commissioned reports held by the council. Maps showing coastal inundation and flooding areas can be found within the non-statutory layer of the Unitary Plan, within the GIS viewer. Where information is incomplete, the Unitary Plan has defined criteria to identify land which may be subject to natural hazards.

A flexible risk-based approach has been taken to manage the risks associated with natural hazards that may not be spatially known, such as land instability. Natural hazard areas that have been mapped are subject to specific regional and district objectives, policies and rules, such as for flooding and coastal inundation. An adaptive management approach has been developed for existing development and infrastructure while a risk avoidance approach is taken for greenfield land development. More restrictive rules may be applied to land that may be affected by multiple hazards.

The risk from some natural hazards, such as low-frequency high-magnitude events like tsunamis and earthquakes, is impractical to address through land use planning as there is little detailed information regarding where and when these events could occur. Instead, the risks from these natural hazards are better addressed through measures put in place by emergency management groups such as Civil Defence. This includes education, warning systems and emergency preparedness. As more information becomes available on these types of natural hazards, it will be added to the council hazard database and used in the evaluation of proposed development and subdivision activities. Earthquake risk to buildings is addressed through structural codes under the provisions of the Building Act 2004.

Potential threats to life and property from bushfires, particularly during the hot dry summer weather also exist. These fires usually occur in rural areas and on land with regenerating indigenous vegetation, but may also occur in urban areas where there are significant pockets of vegetation. However, the type, location and design of land uses and activities can influence the tendency for fire outbreaks and the ability to extinguish them within short timeframes.

This section does not manage the risk of flooding. Refer to Auckland-wide [Flooding](#) objectives and policies and rules.

Objectives

1. Development on land subject to natural hazards only occurs where the risks to people, property and the environment are well managed.
2. Natural features and buffers are used in preference to hard engineering solutions where management of natural hazards is required.

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3. Subdivision and development does not exacerbate the risks from natural hazard or its effects.
4. The risk of bushfire to life and property in existing developments is able to be managed and new subdivision and development is designed and located to avoid bushfire risk.
5. The process of permanent coastal inundation from sea level rise and temporary inundation from storm tide events are managed to minimise risk to people, buildings and infrastructure.

Policies

Natural hazard risk management

1. Classify land that may be subject to natural hazards as being:
 - a. within a horizontal distance of 20m from the top of any cliff with a slope angle steeper than 1 in 3 (18 degrees)
 - b. on any slope with an angle greater than or equal to 1 in 2 (26 degrees)
 - c. at an elevation less than 3m above MHWS if the activity is within 20m of MHWS
 - d. any natural hazard area identified in the councils' natural hazard register, database, GIS viewer or commissioned natural hazard study.
2. Manage subdivision and development on land that may be subject to natural hazards by requiring an engineering assessment to confirm whether the land is or will be subject to erosion, inundation or instability over the next 100 years.
3. Allow subdivision and development of land that is subject to natural hazards only where the proposed activity does not:
 - a. accelerate or exacerbate the natural hazard and/or its potential impacts
 - b. expose vulnerable activities to the adverse effects of natural hazards
 - c. create a risk to human life
 - d. involve the use and storage of hazardous substances in commercial quantities
 - e. increase risk to neighbouring properties.
4. Consider, as part of a risk assessment of proposals to subdivide and develop land that is subject to natural hazards:
 - a. the type, frequency and scale of the natural hazard and whether adverse effects on the development will be temporary or permanent.
 - b. the type of activity being undertaken and its vulnerability to natural hazard events
 - c. the consequences of a natural hazard event in relation to more or less vulnerable activities
 - d. the possible effects on public safety and other property
 - e. any exacerbation of an existing natural hazard or creation of a new natural hazard
 - f. any adverse effects on landscape values
 - g. any adverse effects on public access
 - h. whether any building, structure or activity located on land subject to natural hazards near the coast can be relocated in the event of severe coastal erosion or shoreline retreat
 - i. the ability to use non structural solutions, such as planting or the retention of natural landform buffers to avoid, remedy or mitigate the hazard, rather than hard engineering solutions
 - j. the design and construction of buildings and structures to mitigate the effects of natural hazards, such as raising habitable floor levels

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- k. site layout and management to avoid the adverse effects of natural hazards, including access and exit during a natural hazard event.
5. Consider hard engineering coastal protection works to protect development only where existing natural features, such as sand dunes in coastal hazard areas will not provide protection from the natural hazard present and enhancement of natural defence systems is not practical.
6. Avoid hard engineering solutions in ONCs, HNCs and SEAs. Where it is appropriate for hard engineering solutions to be located in coastal areas, structures must be located as far landward as possible to retain as much natural beach buffer as possible.
7. Avoid the modification, alteration or removal of sand dunes and vegetation on sand dunes for development within an area subject to coastal hazards unless erosion and adverse effects on wider coastal processes such as sediment budgets are avoided or mitigated.
8. Require coastal protection works involving the placement of any material, objects or structures in or on any area located above MHWS to be designed and located to avoid, remedy or mitigate adverse environmental effects including:
 - a. any likely increase in the coastal hazard, including increased rates of erosion, accretion, subsidence or slippage
 - b. undermining of the foundations at the base of the structure
 - c. erosion in front of, behind or around the ends of the structure
 - d. settlement or loss of foundation material
 - e. movement or dislodgement of individual structural elements
 - f. offshore or long-shore loss of sediment from the immediate vicinity
 - g. long-term adverse visual effects on coastal landscape and amenity values.
9. Require proposals to subdivide and develop in natural hazard areas to give effect to coastal and riparian yards for the relevant zone, precinct or overlay. Where there is conflict between the yards and any land identified as being subject to natural hazards, the greater distance shall prevail.
10. Design new residential and commercial subdivision and development in high bushfire risk areas where a threat index above 601 is identified using the National Rural Fire Authority, Wildfire Threat Analysis (WTA) Workbook 2006, to reduce bushfire risk and the need for vegetation removal while making adequate provision for:
 - a. appropriate access and exit for emergency service vehicles
 - b. permanent static or mains reticulated water supply fitted with appropriate coupling for emergency services
 - c. separation from and management of hazardous vegetation having regard to:
 - i. extent of contiguous vegetation
 - ii. vegetation type
 - iii. slope
 - iv. aspect
 - v. the ability to manage understory vegetation on an ongoing basis
 - vi. the biodiversity value of any vegetation that may require removal or management
 - d. design and materials of construction of any building.

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Bushfire risk mitigation

11. Design new residential and commercial subdivision and development in high bushfire risk areas where a threat index above 601 is identified using the National Rural Fire Authority, Wildfire Threat Analysis (WTA) Workbook 2006, to reduce bushfire risk and the need for vegetation removal while making adequate provision for:
 - a. appropriate access and exit for emergency service vehicles
 - b. permanent static or mains reticulated water supply fitted with appropriate coupling for emergency services
 - c. separation from and management of hazardous vegetation having regard to:
 - i. extent of contiguous vegetation
 - ii. vegetation type
 - iii. slope
 - iv. aspect
 - v. the ability to manage understory vegetation on an ongoing basis
 - vi. the biodiversity value of any vegetation that may require removal or management
 - d. design and materials of construction of any building.
12. Avoid new subdivision and development in high bushfire risk areas where the risk of bushfire cannot be adequately mitigated without significant effects on landscape or biodiversity.
13. Provide the ability for existing development in high bushfire risk areas to manage the risk of bushfire through modification to existing buildings and vegetation management where this can be undertaken without significant effects on landscape or biodiversity.

Coastal inundation and sea level rise

14. Require the finished floor levels of:
 - a. new dwellings and habitable rooms of non-dwellings
 - b. substantial additions, modifications or extensions to existing dwellings
 - c. located in coastal inundation areas to be above the mapped 1 per cent AEP coastal storm tide event plus 1m projected sea level rise
15. Avoid subdivision and development in greenfield areas on land affected by coastal inundation, taking account of projected sea level by 2m over 100 years.
16. Allow for the construction of new infrastructure in the 1 per cent AEP coastal inundation plus 2m sea level rise area only where:
 - a. it is functionally required or cannot practically be located elsewhere
 - b. the infrastructure does not increase inundation risk, and
 - c. the infrastructure is designed to withstand 1 per cent AEP coastal inundation events.

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5.13 Flooding

Background

Flood hazards are the most common natural hazard facing Auckland and have significant adverse effects ranging from inconvenience to the public, environmental pollution, damage of infrastructure and property, injury and risk to life. Flood hazards are made worse by increased impervious surfaces and development of flood plains. It is important that the instances of people and buildings being placed at risk of flooding is reduced and existing risks mitigated.

People, property and infrastructure are at risk when they are located in flood plains. In areas which are identified for future urban development, there are opportunities to avoid built development in floodplains. In existing urban areas, risks from flooding need to be managed. Some activities are more resilient to the effects of flooding than others. Flooding of residential areas involves different types of impacts to flooding of industrial areas on human health, safety and the environment.

Some infrastructure has to be located in a floodplain for operational reasons.

Four types of flood hazards are identified and managed:

- Flood plains
- Flood-sensitive areas
- Flood prone areas
- Overland flow paths.

Maps showing these flooding hazards can be found within the non-statutory layer of the Unitary Plan GIS viewer.

Objectives

1. New development vulnerable to the adverse effects of flooding does not occur in areas at risk of flooding.
2. Development or redevelopment necessary in existing flood prone areas is designed and managed to prevent any increase in flood-related risks.

Policies

Buildings and activities

1. Adopt the 1 per cent AEP floodplain, except for flood-vulnerable infrastructure where the 0.5 per cent AEP floodplain will apply, as the primary scale of flood event when managing development and risk to life and properties.
2. Require activities vulnerable to the effects of flooding due to their permanent occupation, difficulty of exit and limited resilience to flood-related damage, (such as residential, educational and community activities), to locate outside of the 1 per cent AEP floodplains.
3. Require the redevelopment of existing buildings and sites within the 1 per cent AEP floodplains which accommodate activities vulnerable to the adverse effects of flooding to:
 - a. not place more people at risk of flood hazards
 - b. not reduce flood storage or increasing flood levels and velocities
 - c. raise floor levels above flood levels
 - d. keep areas under raised floors free of obstructions
 - e. use water resistant materials and flood-proof utility connections

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- f. provide safer exit from buildings
 - g. provide a flood hazard assessment and mitigation plan.
4. Allow activities that are less vulnerable to the effects of flooding, such as commercial and industrial development, to locate in 1 per cent AEP floodplains within existing urban areas only where that activity does not increase risks to people or property of adverse effects from flooding.
 5. Avoid outside urban areas and areas identified for urban expansion, avoid new vulnerable activities, and limit the size of buildings and structures accommodating less vulnerable activities in the 1 per cent AEP floodplain outside of the RUB, so that flood hazards are not exacerbated.
 6. Avoid locating all forms of vulnerable and less vulnerable activities and buildings in the 1 per cent AEP floodplain, in areas identified for urban expansion; where structure, framework and concept plans have identified flood plains; and major urban redevelopment areas.
 7. Allow passive and active recreational activities and pastoral and horticultural activities to locate in 1 per cent AEP flood plains where these activities do not involve buildings or structures that will block flood flows.
 8. Allow development to locate in flood-sensitive areas only where floor levels have sufficient free board above the 1 per cent AEP flood level to reduce risk of flood damage.
 9. Manage development in flood prone areas so that:
 - a. finished floor levels are above flood prone levels in a 1 per cent AEP event
 - b. the underside of buildings are kept clear of items and uses that may add to flood risks, such as enclosed car parking areas, storage rooms and additions and alternations that create habitable spaces
 - c. in areas where buildings need to be near ground level for customer access, such as town centres, finished floor levels may be below flood prone levels, provided that measures are in place to manage risks to building occupiers, stock and fittings.
 10. Manage fences, storage of materials and goods and car parking in 1 per cent AEP floodplains so they do not exacerbate flood hazards for other activities, upstream or downstream.
 11. Store and contain hazardous substances in 1 per cent AEP floodplains so the integrity of the storage method will not be compromised in a flood event in combination with storm conditions.

Earthworks/vegetation

12. Manage earthworks within the 1 per cent AEP floodplain so:
 - a. they do not exacerbate flooding, either at the site or at any location upstream or downstream of the works
 - b. there is no permanent reduction of waterway area or loss of floodplain storage
 - c. soil compaction, stream bank erosion and damage to streams and riparian areas is avoided where feasible through appropriate construction methodologies and management or is appropriately remediated.
13. Provide for mitigation measures to reduce flood-related effects including but not limited to riparian planting, retaining walls and other forms of stream bank stabilisation, and the reconstruction of culverts and bridges where those measures do not have adverse environmental effects.
14. Enable retention and planting of vegetation cover to enhance amenity, green linkages and ecological values within the 1 per cent AEP floodplain as long as they do not create or exacerbate flooding upstream or downstream or otherwise increase flood hazards.

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Infrastructure

15. Allow for the construction of new infrastructure in the 1 per cent AEP floodplain only where it is functionally required to locate in floodplains or cannot practically be located elsewhere, it does not increase flood risk to people, property and the environment, and it is designed to withstand flood damage.
16. Locate, design and manage significant infrastructure, that are lifeline utilities that must function during a flood event, so continued operation is not disrupted by up to a 0.5 per cent AEP flood event.
17. Enable the construction and maintenance of flood mitigation works to reduce flood risk to people, property, infrastructure and the environment, including stream bank and watercourse enhancement works.
18. Require the maintenance, alteration, replacement and extension of existing infrastructure in floodplains to not increase existing flood risk and to reduce existing flood risk where possible.

Overland flow paths

19. Identify overland flow paths during subdivision, development and redevelopment that can accommodate stormwater flows from 1 per cent AEP storm events.
20. Require overland flow paths to remain unobstructed by development and able to convey storm water runoff safely into the reticulated stormwater network, waterways or to the CMA.
21. Require changes to overland flow paths to retain their capacity to pass stormwater flows safely without causing damage to property or the environment.
22. Avoid building over, and the piping of, overland flow paths. Where piping is unavoidable, such as from placement of infrastructure, ensure an alternative overland flow path with capacity to carry 1 per cent AEP flows is provided to accommodate flows in excess of the capacity of the piped overland flow or reductions in capacity due to blockages or failure of the main flow path.

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5.14 Lakes, rivers, streams and wetland management

Background

The management of the beds of lakes, rivers, streams and wetlands is important for the protection of natural ecological values, for the efficient passage of flood flows and for retaining high water quality. Retaining the natural profile and course of a river or stream, keeping riparian vegetation and fish passage and avoiding sediment generation from bed disturbance supports the retention of freshwater ecosystems in both urban and rural parts of Auckland.

In rural areas bed disturbance from livestock access and the loss of smaller streams, wetlands and lake margins by land drainage and infill are the key factors affecting the quality of lakes, rivers and streams.

In urban Auckland lakes, rivers, streams and wetlands provide an important component for the assimilation and conveyance of stormwater and form part of the overall stormwater network. Streams have also been piped and filled over to reclaim land for urban land development. Throughout Auckland lakes, rivers, streams and wetlands have been modified to accommodate infrastructure such as roads, stormwater and wastewater networks and other utility services.

There is a balance to be struck between the need to provide for the ongoing growth of urban Auckland including, the requirement of significant infrastructure, and the protection, maintenance and enhancement of lakes, rivers, streams and wetlands in both urban and rural areas. It is essential that development occurs in the most environmentally sustainable manner possible, involving greater use of green infrastructure and the retention and enhancement of lakes, rivers, streams and wetlands.

The Unitary Plan identifies a number of areas where the natural values of any lake, river, stream and wetland are higher than elsewhere. These areas are especially vulnerable to the adverse effects of inappropriate subdivision, use and development and require a greater level of protection than lakes, rivers, streams and wetlands generally. These areas include Natural Stream Management areas, Natural Lake Management areas, Urban Lake Management areas, Significant Ecological areas (SEAs) and Wetland Management areas.

The council requires that any adverse effects on lakes, rivers, streams and wetlands are avoided, remedied or mitigated. Where those effects cannot be avoided, remedied or mitigated, it is desirable that offsetting of any adverse effects be provided, where this will better promote the purpose of the RMA. In some circumstances, the existing natural values of a lake, river, stream or wetland so high that offsetting will be inappropriate.

An offset is an action to address any adverse effects of a development or activity on the environment that cannot be avoided, remedied or mitigated by the proposal itself, or by conditions on the consent. Therefore offsetting can be used to protect and conserve environmental values.

However, the council prefers that the adverse effects of activities on the environment are avoided, remedied or mitigated by the proposal itself, or by conditions on consents. In some circumstances, offsetting will be required where on-site remediation or mitigation is not possible, practicable or desirable. Offsets will only be considered after avoidance, remediation and mitigation options have been pursued.

While the RMA defines the term “river” as including streams, the Unitary Plan refers to both “rivers and streams”. Stream is a more common way of describing the smaller watercourses that are characteristic of Auckland. Referring separately to streams clearly alerts landowners to the applicability of provisions to these smaller watercourses.

Objectives

[rp]

1. Auckland's lakes, rivers, streams and wetlands with high natural values are protected from degradation and permanent loss.

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2. Auckland's lakes, rivers, streams and wetlands are restored, maintained and enhanced.
3. Adverse effects on lakes, rivers, streams or wetlands that cannot be avoided, remedied or mitigated are offset in exceptional circumstances, where this will better promote the purpose of the RMA.
4. Structures in, on, under or over the bed of a lake, river, stream and wetland occur where there is a need for the structure to be in that location as opposed to on the land or it is necessary to provide access across a river or stream.
5. Activities in, on, under or over the bed of a lake, river, stream and wetland are managed to minimise adverse effects on the lake, river, stream or wetland.
6. Reclamation and drainage of the bed of a lake, river, stream and wetland is avoided.

Policies

[rp]

General

1. Avoid any adverse effects of activities on lakes, rivers, streams or wetlands within the following overlays:
 - a. Natural Stream Management Areas
 - b. Natural Lake Management Areas
 - c. Urban Lake Management Areas
 - d. SEAs
 - e. Wetland Management Areas.
2. Manage the effects of activities on lakes, rivers, streams or wetlands outside Natural Stream Management Areas, Natural Lake Management Areas, Urban Lake Management areas, Significant Ecological Areas (SEAs) and Wetland Management Areas by:
 - a. avoiding where practicable or otherwise remedying or mitigating any adverse effects on lakes, rivers, streams or wetlands
 - b. where appropriate, restoring and enhancing the lake, river, stream or wetland.
3. Offset any residual or unavoidable adverse effects that are more than minor on lakes, rivers, streams or wetlands through restoration and enhancement actions that:
 - a. are located as close as possible to the subject site or within the same catchment
 - b. are 'like for like'
 - c. achieve no net loss and preferably a net gain in the natural values including ecological function of lakes, rivers, streams or wetlands.
4. Avoid adverse effects of activities on lakes, rivers, streams or wetlands on:
 - a. the mauri of the freshwater environment
 - b. Mana Whenua values in relation to the freshwater environment.
5. Manage the impact on Mana Whenua cultural heritage that is identified prior to, or discovered during, development or land use by:
 - a. complying with the protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin
 - b. undertaking appropriate actions in accordance with mātauranga and tikanga Māori
 - c. undertaking appropriate measures to avoid adverse effects, or where adverse effects cannot be avoided, effects are remedied or mitigated

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Structures and the Diversion of Surface Water

6. Allow the use, erection, reconstruction, placement, alteration, extension, removal, or demolition of any structure or part of any structure in, on, under, or over the bed of a lake, river, stream or wetland, and any associated diversion of water, where:
 - a. there is no reasonable or practicable alternative method or location for undertaking the activity outside the lake, river, stream or wetland, and
 - b. the structure is designed to be the minimum size necessary for its purpose to minimise modification to the bed of a lake, river, stream or wetland; and
 - c. the structure is designed to avoid creating or increasing a hazard; and
 - d. the structure is:
 - i. required as part of an activity designed to restore or enhance the natural values of any lakes, rivers, streams or wetlands and their margins, or any adjacent area of indigenous vegetation or habitat of indigenous fauna; or
 - ii. designed to maintain and/or enhance public access to, over and along any lake, river, stream or wetland and associated margins; or
 - iii. necessary to provide access across a lake, river, stream or wetland; or
 - iv. associated with the provision or maintenance of significant infrastructure; or
 - v. necessary for flood protection and the safeguarding of public health and safety
 - e. the structure avoids adverse effects on Mana Whenua values associated with freshwater resources, including wāhi tapu, wāhi taonga and mahinga kai.

Disturbance and Depositing of any Substance

7. Allow the excavation, drilling, tunnelling or other disturbance, and the depositing of any substance in, on or under the bed of a lake, river, stream or wetland, where:
 - a. there is no reasonable or practicable alternative method or location for undertaking the activity outside the lake, river, stream or wetland; and
 - b. the activity is required:
 - i. as part of an activity designed to restore or enhance the natural values of any lake, river, stream or wetland, or any adjacent area of indigenous vegetation or habitat of indigenous fauna; or
 - ii. to maintain and/or enhance public access to, over and along any lake, river, stream or wetland and associated margins; or
 - iii. to provide for or maintain significant infrastructure; or
 - iv. to restore, maintain or improve access to wharves and jetties or mooring areas, or to maintain the navigation and safety of existing channels; or
 - v. to reduce the risk of occurrence or the potential adverse effects of flooding, erosion, scour or sediment depositing.
 - c. the disturbance avoids adverse effects on Mana Whenua values associated with freshwater resources, including wāhi tapu, wāhi taonga and mahinga kai.

Planting of Plants

8. Allow planting of any plant in, on, or under the bed of a lake, river, stream or wetland where it is

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suitable for habitat establishment, restoration or enhancement, the maintenance and enhancement of amenity values, flood or erosion protection or stormwater runoff control provided it does not create or exacerbate flooding.

9. Encourage the incorporation of Mana Whenua mātauranga, values and tikanga in any planting in, on, or under the bed of a lake, river, stream or wetland.

Reclamation and Drainage

10. Avoid the reclamation and drainage of the bed of lakes, rivers, streams and wetlands, including any extension to existing reclamations or drained areas unless:
 - a. there is no reasonable or practicable alternative method for undertaking the activity outside the lake, river, stream or wetland
 - b. the activity is required:
 - i. as part of an activity designed to restore or enhance the natural values of any lake, river, stream or wetland, any adjacent area of indigenous vegetation or habitats of indigenous fauna; or
 - ii. to provide for or maintain significant infrastructure
 - c. the activity avoids adverse effects on Mana Whenua values associated with freshwater resources, including wāhi tapu, wāhi taonga and mahinga kai.

Stock access to lake, river and stream beds

11. Avoid more than minor adverse effects on water bodies and coastal water from grazing livestock

Note: in terms of Policy 3 above, applicants are encouraged to refer to the Auckland Council Technical Report 2011/009: "Stream Ecological Valuation (SEV): a method for assessing the ecological functions of Auckland Streams" for guidance on how the location and extent of any offset may be calculated and assessed.

Riparian margins

12. Protect and enhance riparian margins of lakes, rivers, streams, and wetlands to:
 - a. support habitats for fish, plant and other aquatic species, particularly in rivers and streams with high ecological values
 - b. maintain and enhance aesthetic, landscape and natural character values of lakes, rivers and streams, and wetlands
 - c. maintain and enhance the contribution of natural freshwater systems to the biodiversity, resilience and integrity of ecosystems
 - d. avoid or mitigate the effects of flooding, surface erosion, stormwater contamination, bank erosion and increased surface water temperature.
13. Acquire land, or protect land through the use of esplanade reserves and esplanade strips, marginal strips, drainage reserves, easements or covenants, alongside streams for public access where appropriate and for water quality, ecological and landscape protection purposes.

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5.15 Water

5.15.1 Water quality and integrated management

Background

Improving the integrated management of freshwater and the use and development of land is an objective of the National Policy Statement for Freshwater Management 2011 (NPSFM). The New Zealand Coastal Policy Statement 2010 similarly seeks to promote the integrated management of natural and physical resources in the coastal environment and activities that affect the coastal environment, including land use activities that affect, or are likely to affect, water quality and marine ecosystems in the coastal environment.

The quality and health of Auckland's freshwater resources is highly variable. This is largely a reflection of the different land use activities in a catchment and past approaches to land development, use and the management of activities.

Water quality and ecosystem health in catchments with a high proportion of indigenous vegetation cover is typically higher than in catchments that support large areas of rural production activities and urban areas with large impervious surfaces and significant stormwater runoff. Providing for further land use and development, while at the same time maintaining a healthy natural environment, is important for the future of Auckland and requires an integrated approach to land and water management.

Freshwater quality and ecosystem health is affected by both point source and diffuse discharges from rural and urban activities. The focus of the Unitary Plan provisions is therefore to avoid effects as far as practicable, particularly in greenfield developments where there are greater opportunities to do so, and to otherwise minimise adverse effects and reduce existing adverse effects where opportunities arise. This approach is consistent with the NPSFM objective to maintain or improve the overall water quality of the region.

The adverse effects of point source discharges are usually managed through the discharge provisions of the RMA, while managing diffuse discharges and urban stormwater runoff requires an approach that spans both discharge and land use controls.

Stormwater and wastewater networks and wastewater treatment plants are essential prerequisites of a safe and healthy urban area.

The extent of the public stormwater network is such that it is not possible to manage discharges at each discharge point, and there is also a practical limitation to managing large volumes of stormwater. Effectively preventing or minimising the adverse effects of stormwater discharges is dependent on managing the land use activities that generate stormwater contaminants and increases in runoff. Reducing stormwater contaminants and flows at source, while not always possible, is generally a more efficient and cost effective method of reducing adverse effects than end of pipe solutions.

Some land use activities have the potential to cause greater effects on freshwater systems than others, and need to be specifically managed, e.g. agricultural use, landfills, contaminated land, earthworks, onsite wastewater management, high contaminant-generating activities and impervious surfaces.

The Unitary Plan provides an overall framework for managing the individual and cumulative adverse effects of activities that affect freshwater systems and coastal waters, by the use of a surface water quality interim guideline and a range of discharge and activity based land use management controls.

A key concern to Mana Whenua is the effects on the mauri of water caused by pollution of a stream, river, catchment or harbour. Degradation of freshwater quality can affect the ability for customary harvest and to provide manaaki (hospitality) due to depletion in, or in some cases the absence of, traditional mahinga kai resources. Modification or destruction of wāhi tapu and wāhi taonga is another potential effect of freshwater

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degradation. The council is committed to recognising Mana Whenua values associated with freshwater and enabling kaitiakitanga.

The interim freshwater quality guideline uses the presence and sensitivity of macroinvertebrates in streams in different land use catchments as a surrogate for a multifactor water quality standard. Experience suggests that if macroinvertebrate health is maintained, other factors including food gathering and recreational values of freshwater are also maintained. This interim guideline will be replaced over the next 10 years by more comprehensive water quality and quantity objectives and limits to be developed in accordance with the NPSFM and subsequently given effect to through the Unitary Plan

Objectives

[rp]

1. Areas of high freshwater quality, ecosystem health, and areas of significant Mana Whenua values are protected from degradation.
2. Areas of degraded water quality and ecosystem health are protected from further degradation and they are enhanced where practicable.
3. The water quality, life supporting capacity and ecosystems of the CMA are protected from further degradation and enhanced where practicable.
4. Development is undertaken in a way that minimises adverse effects on freshwater and coastal marine ecosystems.
5. The mauri of freshwater and the relationship of Mana Whenua with freshwater is recognised and provided for.
6. Mana Whenua values, mātauranga and tikanga are reflected and given sufficient weight in water quality management processes and decision-making.

Policies

[rp]

Surface water quality and ecosystem health interim guidelines

1. Manage the cumulative effects of land use and development and control the discharge of water and contaminants to land and freshwater systems by using the Macroinvertebrate Community Index (MCI) as a measure of freshwater ecosystem health associated with different land uses within catchments.
2. Manage discharges, land use and development and activities that may affect freshwater systems to, as far as practicable:
 - a. maintain water quality, flows, stream channels and their margins and other freshwater values, where the MCI currently meets or exceeds the relevant guideline in Table 1: MCI guideline for Auckland rivers and streams;
 - b. restore or enhance water quality, flows, stream channels and their margins and other freshwater values where the MCI guideline in Table 1: MCI guideline for Auckland rivers and streams are not currently met;
 - c. retain, and where practicable enhance, existing freshwater values where there is a change to an urban land use.

Table 1: MCI guideline for Auckland rivers and streams

Land use	MCI guideline
Native forest	123
Exotic forest	111

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Rural areas	94
Urban areas	68

Note

When assessing the existing MCI in a stream within the reasonable mixing zone of a proposed discharge against the MCI guideline in Table 1 above, standard protocols for semi-quantitative sample collection should be used as described in Protocols for sampling macroinvertebrates in wadeable streams, New Zealand Macroinvertebrate Working Group Report No. 1, Stark, J.D. et al., Prepared for the Ministry for the Environment 2001.

Refer to Appendix 5.6 Macroinvertebrate community index for landuse types.

3. Require freshwater values to be enhanced unless existing intensive land use and development and irreversible modification of stream channels practicably precludes enhancement occurring.

National Policy Statement on Freshwater Management

Note: Policies 4.1 to 4.3 below are required by the NPSFM to be incorporated in regional plan provisions under RMA s. 55 without using the process in schedule 1. They apply until Policies 1 to 3 above and 5 below (which give effect to Policies A1 and A2 of the NPSFM) have become operative.

Policy A4 and direction

4.1 When considering any application for a discharge, the council must have regard to the following matters:

- a. the extent to which the discharge would avoid contamination that will have an adverse effect on the life-supporting capacity of freshwater including on any ecosystem associated with freshwater ; and
- b. the extent to which it is feasible and dependable that any more than a minor adverse effect on freshwater, and on any ecosystem associated with freshwater, resulting from the discharge would be avoided.

4.2 This policy applies to the following discharges (including a diffuse discharge by any person or animal):

- a. a new discharge; or
- b. a change or increase in any discharge -
of any contaminant into freshwater, or onto or into land in circumstances that may result in that contaminant (or, as a result of any natural process from the discharge of that contaminant, any other contaminant) entering freshwater.

4.3 This policy does not apply to any application for consent first lodged before the National Policy Statement for Freshwater Management takes effect on 1 July 2011."

5. Develop catchment specific objectives and limits for freshwater with Mana Whenua through community consultation, scientific research and mātauranga Māori, to replace the MCI guideline and to give effect to the NPSFM.

Integrated management

6. Manage use, development and subdivision of land to:
 - a. protect freshwater systems and coastal waters with high ecological and cultural values from adverse effects as far as practicable
 - b. minimise new adverse effects on freshwater systems and coastal waters, and reduce existing adverse effects where practicable, having regard to the MCI guidelines in Table 1 and other indicators of water quality and ecosystem health.
7. Integrate land development and water management by:

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- a. planning for water infrastructure in areas of new growth or intensification as part of stormwater and wastewater network resource consents
 - b. requiring greenfield development and major redevelopment to be supported by comprehensive and integrated land use and water management planning processes
 - c. aligning all phases of development, from earthworks to final construction, to give effect to Policy 9(b) below.
8. Control land use activities, in conjunction with the management of discharges, to prevent or minimise adverse effects and achieve the objectives for freshwater systems and coastal waters.

Stormwater management

9. Avoid significant adverse effects and remedy or mitigate other adverse effects of stormwater runoff in greenfield areas on freshwater systems and coastal water by:
- a. the adoption of water-sensitive design as a core development approach;
 - b. on-site management and the use of communal devices or facilities to reduce stormwater contaminants, volumes and peak flows and minimise adverse effects, focussing in particular on:
 - i. activities that have the potential to generate high contaminant concentrations and loads
 - ii. managing stormwater runoff to achieve hydrological mitigation equivalent to that required in a Stormwater Management Area Flow - 1 in areas discharging to rivers and streams;
 - iii. minimising the temperature effects of stormwater discharges on rivers and streams where practicable;
 - iv. providing for the management of gross stormwater pollutants, such as litter, in areas where the generation of these may be an issue;
 - c. the provision of public stormwater infrastructure that meets the council's requirements.
 - d. the use of green infrastructure for stormwater management where practicable
10. Minimise new, and reduce the existing, adverse effects of stormwater runoff on communities, freshwater systems and coastal waters from new development, intensification and re-development by:
- a. requiring measures to be adopted to reduce contaminant loads, with a focus on activities that have the potential to generate high contaminant concentrations and loads
 - b. implementing measures to reduce the discharge of gross stormwater pollutants, such as litter, in areas where the generation of these may be an issue
 - c. requiring measures to be adopted to reduce the peak flow rate and volume of stormwater flows:
 - i. within a Stormwater Management Area - Flow;
 - ii. where development exceeds impervious thresholds for the relevant zone;
 - iii. from areas of impervious surface where discharges may give rise to flooding or adversely affect rivers and streams.
 - d. adopting water sensitive design principles and encouraging the restoration of freshwater systems and overland flow paths where practicable
 - e. ensuring intensification is supported by appropriate stormwater infrastructure (including natural assets such as overland flow paths, floodplains and streams).
 - f. adopting the best practicable option for preventing or minimising the adverse effects of stormwater discharges from significant infrastructure including road, rail and the public stormwater network having regard to:

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- i. the Best Practicable Option (BPO) criteria as set out in s. 2 of the RMA
 - ii. integrated land and water management policies in 6 to 8 above
 - iii. the reasonable timeframes over which adverse effects can be prevented or minimised
 - iv. the scale and significance of the adverse effects
 - v. infrastructure investment priorities and the consequence of delaying infrastructural improvements in other areas
 - vi. the ability to prevent or minimise existing adverse effects having regard to the effectiveness and timeframes of other feasible methods, including land use controls
 - vii. opportunities to integrate with other major infrastructural projects or works including renewal and maintenance
 - viii. v the need to maintain and optimise existing public stormwater networks and provide for planned land use and development
 - ix. the operational requirements and space limitations of significant infrastructure.
11. In determining the extent to which adverse effects of stormwater diversions and discharges are prevented or mitigated, particular regard shall be had to:
 - a. the nature, quality, volume and peak flow of the stormwater runoff
 - b. the sensitivity of freshwater systems and coastal waters, including the Hauraki Gulf Marine Park, to the adverse effects of stormwater contaminants and flows
 - c. the potential for the diversion and discharge to create or exacerbate flood risks;
 - d. options to manage stormwater on-site or the use of communal stormwater management measures
 - e. practical limitations in respect of the measures that can be applied.
 12. Ensure the concentration of contaminants in stormwater runoff from new or redeveloped high contaminant-generating activities are managed to levels established to reduce existing and prevent or minimise new adverse effects on water and sediment quality in freshwater systems and coastal waters.
 13. Require stormwater quality controls to be applied to high contaminant generating activities at the time of their construction, initiation on an existing developed site, or site re-development .
 14. Manage activity areas on industrial sites to prevent or minimise contaminated discharges to the stormwater system, freshwater systems or coastal waters in accordance with the ITA provisions in the Unitary Plan.
 15. Require any necessary stormwater quality or flow management to be achieved on-site unless there is a downstream communal device or facility designed to cater for the site's stormwater runoff that will achieve the same or better level of stormwater management performance.
 16. Require land use and development to not exceed impervious area thresholds or, where this is not practicable, to mitigate stormwater hydrology to ensure the adequate functioning and performance of the stormwater network, contribute to retaining and enhancing stream health and values and not increase existing flood risk.

Note: Refer also to Overlay Objectives and Policies: Natural Resources: [Stormwater Management Area - Flow Ground Soakage](#)

17. Utilise stormwater discharge to ground soakage in areas underlain by shallow or highly permeable aquifers provided that:
 - a. ground soakage is available

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- b. any risk to people and property from land instability or flooding is avoided
 - c. stormwater quality treatment is implemented to minimise effects on the capacity and water quality of the underlying aquifer system.
 - d. discharge to ground soakage is the most effective and sustainable option.
18. Require land use and development and drainage systems within areas underlain by peat soils to provide for stormwater discharge to ground soakage that maintains underlying aquifer water levels and the geotechnical stability of the peat soils.

Wastewater network overflow discharges

19. Avoid increasing the frequency and volume of existing wastewater network overflows or creating new wastewater network overflows by:
- a. requiring new wastewater networks to be designed and constructed in accordance with recognised industry benchmark standards, including being sized to cater for the maximum likely level of land use development within the area to be serviced
 - b. requiring the construction of private wastewater networks that are to be connected to the Watercare network, to meet design standards for new wastewater infrastructure as set out in the Water and Wastewater Code of Practice for Land Development and Subdivision, Watercare Services Limited 2011.
 - c. requiring any new emergency discharges to be managed in accordance with a network operations plan which includes a mitigation plan with clear timeframes.
 - d. designing and locating overflow points in such a way as to minimise nuisance, damage, public health risk and adverse ecological effects.
20. Requiring land use and development discharging into the combined sewer network to:
- a. avoid increasing stormwater flows to the combined sewer network.
 - b. where practicable, reduce stormwater flows from existing impervious areas to the combined sewer network at the time of urban intensification, redevelopment or subdivision
 - c. discharge stormwater from new impervious areas and existing impervious to a separated stormwater system, a natural freshwater system or to coastal water where one of those options is available and the stormwater can be drained by gravity.
21. Minimise the adverse effects of wet weather wastewater network overflows over time by reducing wet weather overflows to an average of no more than two events per discharge location per year, where the stormwater and wastewater networks are separated with priority for:
- a. areas of contact recreation and public use
 - b. receiving environments that are sensitive to the adverse effects of wastewater overflows
 - c. areas with high Māori cultural values.
22. Minimise the adverse effects of dry weather overflows by:
- a. ensuring that the wastewater and combined sewer networks are operated and maintained to minimise the likelihood of dry weather overflows occurring
 - b. adopting response procedures to minimise adverse effects and risks to public health and safety and the environment.

Other Discharges

23. Prevent or minimise the adverse effects from construction, maintenance investigation and other

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activities by:

- a. establishing minimum performance standards for the discharges; or,
- b. where these are not appropriate or unable to be met, having regard to
 - i. the nature, volume and concentration of the contaminants in the discharge
 - ii. the sensitivity of the receiving environment to the contaminants in the discharge
 - iii. other options for the discharge, including reuse or discharge to the trade sewer
 - iv. available measures to reduce contaminant concentrations prior to discharge or otherwise mitigate adverse effects.

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5.15.2 Water quantity, allocation and use

Background

Current demand for water already equals or exceeds availability in some surface water bodies and aquifers in Auckland. Projected future growth is expected to increase competition for freshwater. The first priority for the taking and use of water is for domestic and animal drinking purposes which are allowed by the RMA without the need for any consents. Choices then have to be made about the amount of water available for the municipal water supply, industrial and rural activities, and other users. Choices also have to be made about how much water must be left in lakes, rivers or streams to protect their ecological values, base flows, water quality and amenity values. The small nature of Auckland's streams means that they are particularly vulnerable at times of low flow in summer when water quality can be at its most degraded and when demand is generally at its peak. Abstracting groundwater from aquifers, especially those rural aquifers that are already highly used, can reduce water levels, especially in summer and reduce the flow available to feed springs and streams. These extraction pressures can also lead to salt water intrusion into the aquifer.

The objectives and policies of this section focus on matching Auckland's demand for freshwater, with available surface and groundwater resources and at the same time protecting the life supporting capacity of freshwater. Improved water allocation outcomes are sought that are integrated across a whole catchment or aquifer, support more efficient use of water and reduce wastage.

The NPSFM requires that freshwater objectives are established and environmental flows and or levels set for all freshwater bodies in Auckland. Water allocation guidelines, availability and limits are included in Appendices 5.2 and 5.5 to guide the assessment of applications to take and use surface water from lakes, rivers, streams, springs or wetlands, and take and use groundwater from aquifers. These guidelines will be expanded and updated to meet the requirement of the national policy statement.

The NPSFM also requires the inclusion of interim policies in the Unitary Plan to guide water allocation, until such time as the Unitary Plan's provisions are operative.

Objectives

[rp]

1. Water in surface rivers and groundwater aquifers is available for use while the aquatic values of water are maintained and sustainable yield is not exceeded.
2. Water resources meet current and future water needs.
3. Water resources available for use are managed and allocated in order of priority to maximise the life supporting capacity for people, animals, and economic development.
4. Water resources are managed and allocated to maximise the efficient use of available water.
5. Mana Whenua values are acknowledged in the allocation and use of water.

Policies

[rp]

Priority of water use

1. Manage the allocation of freshwater within the guidelines provided by Appendix 5.2 and 5.5 and give priority to making water available for the following uses (in descending order of priority):
 - a. existing and reasonably foreseeable domestic and municipal water supply and animal drinking water requirements
 - b. existing lawfully established water users
 - c. uses of water for which alternative water sources are unavailable or unsuitable
 - d. all other uses.

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Efficient use

2. Promote the efficient use of freshwater and geothermal water by:
 - a. requiring the amount of water taken and used to be reasonable and justifiable with regard to the intended use, and where appropriate:
 - i. municipal water supplies are justified by way of a water management plan
 - ii. industrial and irrigation supplies implement best practice, in respect of the efficient use of water for that particular activity or industry
 - iii. irrigation takes are limited to a maximum seasonal allocation based on estimated crop water requirements
 - b. requiring consideration of water conservation and thermal efficiency methods
 - c. facilitating the transfer of surface water take permits, provided the transfer is within the same surface water catchment and does not result in site-specific adverse effects
 - d. encourage the shared use and management of water through water user groups or other arrangements where it results in an increased efficiency in the use and allocation of water.

Water allocation guidelines, availabilities and limits

3. Manage the taking and use of surface water from rivers, streams and springs and taking and use of groundwater from aquifers so that:
 - a. the minimum flow and availability guidelines in Table 1 in Appendix 5.2 are not exceeded
 - b. the aquifer availability and groundwater levels in Tables 1 and 2 in Appendix 5.5 are not exceeded

Take and use of water

4. Require proposals to take and use water from lakes, rivers, streams, springs or wetlands to demonstrate that:
 - a. the taking of surface water from any river or stream is within the guideline in Table 1: River and stream minimum flow and availability in Appendix 5.2 except in accordance with Policy 9
 - b. appropriate water levels and downstream flow regimes will be maintained, including:
 - i. low flows in rivers and streams to protect in-stream values
 - ii. flow variability in rivers, streams and springs
 - iii. water levels and flows in wetlands ensure the vegetation and habitat values of the wetland are protected throughout the year
 - iv. water levels in lakes maintain the ecological values and water quality of the lake and its shoreline stability, and enable recreational use
 - v. so that no existing lawfully established taking of water is adversely effected
 - c. the taking of water will be at times of the day or year that will safeguard the identified freshwater values of the water body
 - d. intake structures will be designed, constructed, operated and maintained to avoid adverse effects on biota, including the entrainment and impingement of fish
 - e. there are options for implementing water conservation measures in times of water shortage.
5. Require all proposals for take and use groundwater from any aquifer to demonstrate that:
 - a. the taking is within the water availabilities and levels for the aquifer in Table 1: Aquifer water availabilities and Table 2: Aquifer groundwater levels, in Appendix 5.5 and

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- i. recharge to other aquifers is maintained
 - ii. aquifer consolidation and surface subsidence is avoided
 - b. the taking will avoid, remedy or mitigate adverse effects on surface water flows, including:
 - i. base flow of rivers, streams and springs
 - ii. any river or stream flow requirements
 - c. the taking will avoid, remedy or mitigate adverse effects on terrestrial and freshwater ecosystem habitat
 - d. the taking will not cause saltwater intrusion or any other contamination
 - e. the taking will not cause adverse interference effects on neighbouring bores to the extent their owners are prevented from exercising their lawfully established water takes
 - f. clause e above will not apply in the following circumstances:
 - i. where it is practicably possible to locate the pump intake at a greater depth within the affected bore
 - ii. where it can be demonstrated that the affected bore accesses, or could access, groundwater at a deeper level within the same aquifer, if drilled or cased to a greater depth
 - g. the proposed bore is capable of extracting the quantity of groundwater applied for
 - h. the proposal avoids, remedies or mitigates any ground settlement that may cause distress, including reducing the ability of an existing building or structure to meet the relevant requirements of the Building Act 2004 or the New Zealand Building Code, to existing:
 - i. buildings
 - ii. structures
 - iii. services including roads, pavements, power, gas, electricity, water mains, sewers and fibre optic cables.
6. Consider mitigation options, where there are significant adverse effects on the matters identified in policies 4 and 5 above, including the following:
 - a. consideration of alternative locations, rates and timing of takes for both surface water and groundwater
 - b. use of alternative water supplies
 - c. use of water conservation methods when water shortage conditions apply
 - d. provision for fish passage in rivers and streams
 - e. wetland creation or enhancement of existing wetlands
 - f. riparian planting
 - g. consideration of alternative designs for groundwater dewatering proposals.
7. Require proposals to take and use surface water and groundwater to monitor the effects of the take on the quality and quantity of the water resource to:
 - a. measure and record water use and rate of take
 - b. measure and record water flows and levels
 - c. sample and assess water quality and freshwater ecology
 - d. measure and record the movement of ground, buildings and other structures.

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8. Manage water availability, where water allocation exceeds or is close to exceeding the guidelines in Table 1: River and Stream Minimum Flow and Table 2: Aquifer Groundwater Levels in Appendix 5.5 by:
 - a. not granting new consent applications to take water
 - b. reducing existing takes over time by:
 - i. encouraging voluntary reductions in water allocations
 - ii. reviewing existing consents to align water allocations to the actual historical use of water
 - c. reviews of existing allocations under b(ii) above must not apply to takes for municipal water supply, where a water management plan demonstrates a necessary increase in abstraction to cater for planned urban growth
 - d. reviewing existing consents to require the efficient use of water.
9. Allow takes that exceed the guidelines in Table 1 Appendix 5.2 when the river or stream flow is greater than the median flow, provided the total take does not exceed 10 per cent of the flow in the river or stream at the time of abstraction, and natural flow variability is maintained.

National Policy Statement on Freshwater Management

Note: Policies 10.1 to 10.3 below are required by the NPSFM to be incorporated in regional plan provisions under RMA s. 55 without using the process in schedule 1. They apply until provisions that give effect to NPSFM Policies B1 to B6 have become operative.

Policy B7 and direction

10.1. *"When considering any application the council must have regard to the following matters:*

- a. *the extent to which the change would adversely affect safeguarding the life-supporting capacity of fresh water and of any associated ecosystem and*
- b. *the extent to which it is feasible and dependable that any adverse effect on the life-supporting capacity of freshwater and of any associated ecosystem resulting from the change would be avoided.*

10.2. *This policy applies to:*

- a. *any new activity and*
- b. *any change in the character, intensity or scale of any established activity – that involves any taking, using, damming or diverting of freshwater or draining of any wetland which is likely to result in any more than minor adverse change in the natural variability of flows or level of any fresh water, compared to that which immediately preceded the commencement of the new activity or the change in the established activity (or in the case of a change in an intermittent or seasonal activity, compared to that on the last occasion on which the activity was carried out).*

10.3 *This policy does not apply to any application for consent first lodged before the National Policy Statement for Freshwater Management takes effect on 1 July 2011."*

11. Develop catchment specific limits for freshwater quantity with Mana Whenua, through community consultation, scientific research and mātauranga Māori.

Comprehensive reviews of consents

12. Require resource consents granted to take, use or dam water and to discharge contaminants to land or freshwater to be for a duration and include a condition setting the review date(s) of the consent, that will enable the concurrent processing or review of all consents/replacement applications, as a basis for a comprehensive and integrated assessment of water quality and water quantity issues in the catchment and/or aquifer system.

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Damming of surface water

13. Encourage the off-stream damming of water in preference to the damming of rivers or streams.
14. Avoid damming water in Natural Lake, Wetland and Natural Stream Management Areas other than:
 - a. where these areas are in a Water Supply Management Area and the damming is necessary for municipal water supply
 - b. the dam is necessary for the protection or maintenance of the natural values of the management area and there are no practicable alternative methods to achieve this protection.
15. Require proposals to dam a river to demonstrate that:
 - a. adverse effects on fish passage are avoided or remedied, where native fish and/or habitats actually or potentially exist upstream
 - b. appropriate water levels and downstream flow regimes will be maintained, including:
 - i. low flows in rivers and streams to protect in stream values
 - ii. downstream flow variability
 - iii. water levels and flows in wetlands to protect vegetation and habitat values of the wetland throughout the year
 - iv. water levels in lakes to protect the ecological values and water quality of the lake, maintain shoreline stability and enable recreational use
 - c. existing lawfully established upstream and downstream water uses are not adversely affected by the damming proposal, including those allowed by s. 14 (3) (b) of the RMA
 - d. Mana Whenua values associated with the wetland, lake or river are identified and the effect of the proposal on these are assessed and taken into account
 - e. the design, construction, operation and maintenance of the dam avoids significant adverse effects and remedies or mitigates other effects on:
 - i. flooding
 - ii. bank or bed erosion or aggregation
 - iii. drainage of any property
 - iv. land instability
 - v. people and communities
 - vi. the habitat of fauna or flora, including wetlands, either upstream or downstream of the dam
 - vii. catchment conditions arising from the scale, location or number of dams in the catchment
 - viii. risk of dam failure.
 - f. if applicable, recognise the Vision and Strategy for the Waikato River in Schedule 2 of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.
16. Require proposals for new, change or replacement applications to dam a river or stream or dam water with an off-stream dam to undertake monitoring of a type and scale appropriate for the activity, including:
 - a. inspection of dam embankments and spillways
 - b. measurement and recording of embankment internal water levels and pressures; or
 - c. sampling and assessment of water quality and freshwater biota in on-stream dams.

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Surface water diversions

17. Require proposals to divert surface water to demonstrate the diversion will avoid significant adverse effects and remedy or mitigate other adverse effects including those on:
 - a. existing lawfully established surface water takes including those allowed by s. 14 (3) (b) of the RMA
 - b. existing buildings, structures and services
 - c. existing flood hazard risks
 - d. river bank stability
 - e. scheduled historic heritage places or scheduled sites and places of significance to Mana Whenua
 - f. people and communities.

Diversion of groundwater

18. Require proposals to divert groundwater, in addition to the matters addressed in policy 5 and 6 above, to ensure that:
 - a. the proposal avoids, remedies or mitigates any adverse effects on:
 - i. scheduled historic heritage places and scheduled sites and places of significance to Mana Whenua
 - ii. people and communities
 - b. the groundwater diversion does not cause or exacerbate any flooding
 - c. monitoring has been incorporated where appropriate, including:
 - i. measurement and recording of water levels and pressures
 - ii. measurement and recording of the movement of ground, buildings and other structures
 - d. mitigation has been incorporated where appropriate including:
 - i. minimising the period where the excavation is open/unsealed
 - ii. use of low permeability perimeter walls and floors
 - iii. use of temporary and permanent systems to retain the excavation
 - iv. re-injection of water to maintain groundwater pressures.

Drilling holes and bores

19. Require proposals to drill holes or bores to demonstrate that the location, design and construction:
 - a. complies with the New Zealand Standard on the Environmental Standard for Drilling of Soil and Rock (NZS 4411:2001)
 - b. prevents contaminants from entering an aquifer
 - c. prevents cross-contamination between aquifers with different pressure, water quality or temperature
 - d. prevents leakage of groundwater to waste
 - e. avoids the destruction, damage or modification of any scheduled historic heritage place or scheduled sites and places of significance to Mana Whenua
 - f. avoids disturbance of wetlands.

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5.16 On-site wastewater

Background

Septic tanks and small package treatment plants are the most common mechanisms for treating and disposing of wastewater where there is no reticulated wastewater network. These systems have a mixed history of success in Auckland, with examples of older systems failing and sewage leaching onto land or into land or water.

A range of package treatment plants are available that can treat wastewater effluent to a high quality which reduces potential adverse effects on the receiving environment.

However, the growing number of permanent residents in the un-reticulated areas of Auckland, and the increased density of houses and other premises, places a strain on the receiving soils capabilities to assimilate wastewater, and can lead to human, environmental health, and amenity issues. These issues can be managed through the careful assessment of a site's soil and groundwater condition and the appropriate design, operation and regular maintenance of the on-site wastewater system.

Objective

[rp]

1. Land-based disposal of treated wastewater from on-site wastewater systems is undertaken in a manner that protects the environment, public health and amenity.
2. Significant adverse effects on groundwater and surface water quality, public health and amenity arising from on-site wastewater systems servicing single or multiple sites are avoided.

Policies

[rp]

1. Enable on-site wastewater treatment and disposal where:
 - a. there is no community, municipal or decentralised wastewater treatment system available, or it is not practicable to connect into one of these systems
 - b. the on-site wastewater treatment results in a discharge that is of a quality and volume that avoids significant adverse effects on groundwater and surface water quality, public health and amenity.
2. Require proposals for on-site wastewater treatment and disposal resource consents to demonstrate that:
 - a. significant adverse effects on public and environmental health, water quality and amenity values are avoided and other adverse effects remedied or mitigated
 - b. an assessment of the site conditions has been undertaken
 - c. the design of the on-site wastewater system and the proposed volume of discharge will minimise the level of contaminants to the greatest extent practicable
 - d. Mana Whenua concerns relating to the potential adverse effects of the on-site wastewater discharge have been identified and addressed.

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5.17 Genetically modified organisms

Background

The outdoor use of GMOs has the potential to cause adverse effects on the environment, economy and social and cultural wellbeing. The objectives and policies seek to protect the community and receiving environment from risk associated with any GMO activity. The application of a precautionary approach to the outdoor use, storage, cultivation, harvesting, processing or transportation of GMOs in Auckland means that:

- The release of a GMO is prohibited (this is to avoid the risk that significant adverse environmental effects will arise, including adverse effects on the economy, community and/or Mana Whenua resources and cultural heritage values); and
- Outdoor field trialling of a GMO (with prior approval of the EPA) is a discretionary activity.

Pastoral farming, dairying, horticulture and forestry are important land uses in Auckland and are significant contributors to the local and regional economy. Aquaculture is also a growing primary industry in New Zealand. Therefore there are a range of outdoor GMOs that GMO developers could consider using in Auckland, including GM food crops, trees, animals, aquaculture products and pharma crops. The potential for adverse effects, including accidental contamination, resulting from the outdoor use of GMOs poses a risk to the community and environment. By specifying classes of GMOs and applying standards to the outdoor use of GMOs, the risks associated with their use, storage, cultivation, harvesting, processing or transportation can be reduced.

Within Auckland, this will involve managing and limiting the outdoor use of GMOs. Further, rules and controls will be used to mitigate any adverse effects associated with contamination by GMOs beyond the subject site, thereby reducing the risks to the community, environment and economy. Accidental or unintentional migration of GMOs that result in GMO contamination and subsequent clean up and remediation can be expensive. The council therefore requires a GMO operator to meet all potential costs associated with the activity and will secure long term financial accountability through appropriate standards and bonding requirements.

The EPA is not obligated to set monitoring requirements as a part of its approval process, and can only require monitoring where it is relevant to assessing environmental risk. Under s.35 of the RMA, council has a duty to monitor, which can be expensive. Requiring a GMO operator to meet the costs of monitoring, via consent conditions, ensures the costs are met by the activity operator.

Objective

[rcp/dp]

1. The environment, including people and communities and their social, economic and cultural well being and health and safety, is protected from potential adverse effects associated with the outdoor use, storage, cultivation, harvesting, processing or transportation of GMOs.

Policies

[rcp/dp]

1. Adopt a precautionary approach by prohibiting the general release of a GMO, and by making outdoor field trialling of a GMO a discretionary activity
2. Require the holder of a resource consent granted for the outdoor field trialling of a GMO is financially accountable (to the extent possible) for any adverse effects associated with the activity, including clean-up costs and remediation, including via the use of bonds.
3. Require outdoor field trialling of GMOs to avoid, as far as can reasonably be achieved, risk to the environment from the use, storage, cultivation, harvesting, processing or transportation of a GMO.
4. Require all monitoring costs to be met by the consent holder.
5. Ensure the outdoor use of GMOs does not result in migration of GMOs beyond the area designated by:
 - a. Adequate site design, construction and management techniques

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- b. Preventing the escape of GMOs from transporting vehicles or vessels
 - c. Ensuring all heritable material is removed upon the conclusion of the activity.
 - d. Ensuring any financial liability is the responsibility of the operator carrying out the activity.
6. Adopt an adaptive approach to the management of the outdoor use, storage, cultivation, harvesting, processing or transportation of a GMO through periodic reviews of these plan provisions, particularly if new information on the benefits and/or adverse effects of a GMO activity becomes available.
 7. Require where appropriate, more stringent measures than those required under the provisions of the HSNO Act to manage potential risks.

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6 Subdivision

Background

Subdivision is the process of dividing a site or a building into one or more additional sites, or changing an existing boundary location. Subdivision is fundamental to place-shaping. It is the process where the relationship between the private and public space is defined and land allocated. The layout, design and location of subdivision needs to consider the land uses and development(s) which will occupy the new sites. It needs to consider the way the community will interact in the future.

Subdivision can deliver efficiency, amenity and functionality of subsequent development, but it can also generate significant environmental effects. This makes it important for subdivided land to have suitable access, adequate services and infrastructure.

There are consistently applied subdivision controls across Auckland. There are also specific subdivision controls for areas that are subject to constraints or which have local values which warrant retention. Such variations will be found in the Additional Subdivision Control Overlay or in a precinct.

The [ADM](#) provides supplementary, non-statutory guidance on preparing proposals for new subdivision by outlining options to achieve high standards of design and layout.

Urban subdivision

Subdivision is essential to enable growth in our existing urban areas and to establish the building blocks for new neighbourhoods. Subdivision is managed in accordance with the scale of the activity. In general, subdivision will be assessed as a restricted discretionary activity. The matters of assessment will vary depending on the number of sites proposed in an application. Where a larger number of sites are proposed, a greater emphasis is needed on place making, good design outcomes and infrastructure. Such subdivision needs to consider its relationship with the surrounding existing neighbourhood. New neighbourhoods should create their own character and identity through the layout of blocks and open spaces. All subdivision needs to consider connectivity, layout of roads and blocks as well as provision for public transport, walking and cycling.

The Centres, Mixed Use, Terrace Housing and Apartment Building and Mixed Housing Urban zones are intended to enable a more intensive form of development. Within these zones a land use resource consent can be approved prior to or at the same time as the subdivision consent. With a land use resource consent approved, a more streamlined subdivision process can be enabled. Vacant site subdivision is provided for with a site shape factor requirement to ensure the proposed sites will achieve the outcomes intended by the zone.

Rural subdivision

Subdivision is limited in rural zones in order to preserve rural productivity, rural character and minimise adverse effects of development. Rural subdivision is managed differently from urban land subdivision because:

- the rural zones already feature a large number of sites. Many of these sites do not contain dwellings, meaning there is already potential for productive rural land to be used for countryside living. This is a significant threat to long-term, sustainable production from rural areas
- where countryside living is appropriate in rural areas, it has been provided for by zoning the land Countryside Living with controls that recognise landscape qualities and infrastructure limitations
- increasing the number of vacant rural sites, on which dwellings can be built, is likely to create adverse effects that will hinder rural productivity.

However, in rural zones owners of existing significant ecological areas are given additional opportunities for subdivision through transferable rights. This enables subdivision rights to be moved to a receiver area, in return for legally protected areas of high-quality indigenous vegetation that are assessed as warranting protection. Covenanteeing an appropriately large area of indigenous vegetation in this way retains areas with recognised high

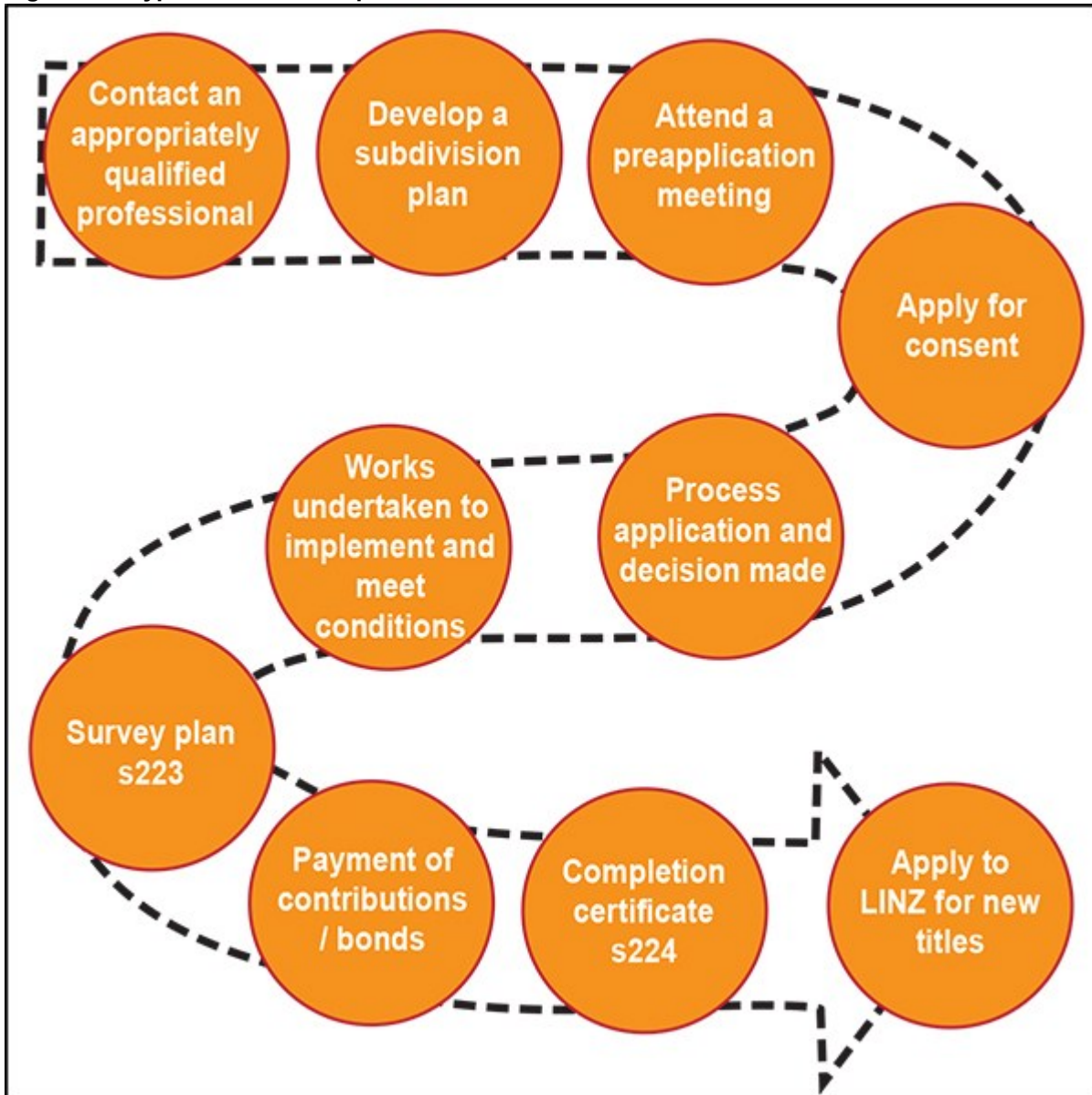
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biodiversity values.

A typical subdivision process

Obtaining subdivision consent from the council generally follows the 10-step process outlined below. This may differ depending on the particular situation.

Figure 1: A typical subdivision process



Objectives

1. Land is subdivided efficiently to reflect the intended outcomes of the zone.
2. Land is subdivided in a manner that provides for the long-term needs of the community and minimises the potential impacts of future development on the environment.
3. Infrastructure supporting new development is planned in an integrated manner and in place at the time of subdivision.
4. Subdivision is well designed and provides for a high standard of amenity.
5. Subdivision has a layout which is safe, convenient and accessible through connections within the development and with the surrounding neighbourhood.

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6. Subdivision manages adverse effects relating to landscape amenity, natural resources, natural hazards or historic heritage.
7. Undeveloped rural titles are retained and managed to provide for the needs of rural production, rural lifestyle and other rural activities.
8. There are incentives to protect identified Significant Ecological Areas.
9. The demand for rural lifestyle subdivision is directed to Countryside Living zones.
10. Subdivision enhances the natural features that contribute to the character and amenity values of rural areas.
11. The distinctive landscape and spacious character of identified locations are maintained.

Policies

All subdivision

1. Require subdivision to give effect to an approved structure plan, framework plan, concept plan and/or precinct plan.
2. Require earthworks required by subdivision to:
 - a. manage dust, noise and runoff
 - b. provide for building platforms and infrastructure at the time of subdivision to reduce significant post-subdivision earthworks
 - c. avoid unnecessary modification of landforms that contribute to local character and identity
 - d. ensure retaining structures are of an appropriate scale, allow ease of pedestrian movement and are visually unobtrusive.
3. Require subdivisions to avoid or mitigate natural hazards and provide safe and stable building platforms and vehicle access.
4. Subdivision design should respond to the natural landscapes by:
 - a. avoiding building platforms or infrastructure on identified or dominant ridgelines in Rural, Large Lot or Rural and Coastal Settlement zones
 - b. locating and designing roads, access and infrastructure in a manner which minimises earthworks
 - c. locating roads and blocks to follow land contours.
5. Require subdivisions to be designed to respond to and retain scheduled features, such as archaeological sites and historic heritage places.
6. Require subdivisions to provide servicing:
 - a. in a co-ordinated and integrated manner
 - b. so that the network can be expanded or extended to adjacent land where that land is zoned for urban development
 - c. on the basis that the costs of providing or upgrading local infrastructure are met by the developer
 - d. so that power and telecommunications services are reticulated underground to each site wherever practicable
7. Require all sites capable of containing a building, in areas where service connections are available to a public reticulated network, to individually connect to the following networks:
 - a. wastewater
 - b. stormwater

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- c. potable water
 - d. electricity.
8. Require all new sites capable of containing a building, in areas with no reticulated stormwater or wastewater network, to be of a size and shape that provides for:
- a. the treatment and disposal of stormwater in a way that does not lead to significant adverse off-site effects including degraded water quality, erosion, land stability, creation or exacerbation of flooding
 - b. management of wastewater via:
 - i. an on-site wastewater treatment system, or
 - ii. approval to connect to a private wastewater network.
 - c. potable water.
9. Require subdivisions to be designed to manage stormwater, in a manner that prioritises water sensitive design:
- a. to protect land downstream, natural overland flow paths and streams
 - b. to maintain water quality
 - c. to integrate drainage reserves and infrastructure with surrounding development and public open space networks where appropriate
 - d. in an integrated and cost-effective way.
10. Recognise the requirements of significant infrastructure in subdivision design.
11. Require subdivisions to:
- a. deliver sites that are an appropriate size and shape for development intended by the zone
 - b. where policy (a) above is not achieved or for subdivision where the site size and shape is dependent on the form of development, a land use resource consent should be sought for the intended development prior to or at the same time as the subdivision consent. The proposed site shall be consistent with the land use resource consent.
12. Encourage the retention of indigenous trees and vegetation to recognise and reflect landscape amenity, cultural and ecological values.
13. Require, where appropriate, resource consents for subdivision for additional residential land capacity, to be given effect to within specific timeframes, including through staging provisions and lapse periods.
14. Require significant physical works to be undertaken before granting any extension to the lapse date for any consent relating to a large-scale residential subdivision.

All urban subdivision

15. Prioritise shared vehicle access to avoid the proliferation of vehicle crossings that could affect the safety of the road and footpath, limit the opportunity to plant street trees, or provide on-street car parking.
16. Require shared vehicle access to serve no more than eight rear sites and to be of a width, length and form that:
- a. encourages low vehicle speed environments
 - b. provides for the safety of users of the access and the adjoining road network.
17. Require subdivision in business zones to be designed to accommodate the anticipated range of activities in a manner that:

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- a. encourages connectivity
 - b. maintains larger sites with a road frontage for activities in the Business Park, Heavy Industry and Light Industry zones. Where a frontage cannot be achieved a sufficiently wide access that is short in length should be provided
 - c. enables the intended built form for the zone.
18. Encourage the amalgamation of sites with appropriate road frontage to facilitate integrated and comprehensive development.
19. Avoid low-density subdivision in the Terrace Housing and Apartment Building zone.
20. Require subdivisions to contribute to or create a sense of place through a design that:
- a. enables the creation of distinct neighbourhoods
 - b. incorporates and enhances landforms and natural features
 - c. protects significant cultural heritage, archaeological sites and other scheduled features.
21. Require subdivision to be designed to create integrated communities and provide a street and block pattern that supports the concepts of liveable, walkable and connected neighbourhood including:
- a. a road network that:
 - i. is easy and safe to use for pedestrians and cyclists
 - ii. is connected with a variety of routes within the immediate neighbourhood and between adjacent sites
 - iii. is connected to public transport, shops, schools, employment, open spaces and other amenities
 - b. limits cul-de-sacs to where site and topographical constraints inhibit connections
 - c. vests roads as public infrastructure
 - d. road network which is set out in a manner that supports the needs of the public transport system
 - e. incorporates principles of crime prevention through environmental design.
22. Require subdivision applications to analyse the context of the application area and neighbourhood through a design statement, to demonstrate how the subdivision positively responds to its context, thereby enabling a high quality responsive design.

Urban subdivision of a parent site over 1ha with 15 or more proposed sites

23. Require subdivisions to include a design for roads and access with:
- a. appropriate street widths for their function and place-making role
 - b. appropriate gradients for vehicle movements, pedestrians, cyclists and on-street car parking
 - c. berms that can accommodate street trees and reticulated infrastructure
 - d. footpaths of appropriate width and placement for ease of movement and safety
 - e. intersections which provide for the safety of pedestrians, cyclists and vehicles, and reflect the purpose of the road in the network
 - f. appropriate provision for overland flows.
24. Require subdivisions to be designed to achieve a high level of amenity and efficiency for future residents by:
- a. aligning roads and sites for maximum sunlight access

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- b. aligning sites to the road to maximise opportunities for buildings fronting the road
 - c. limiting rear sites to places where topography, existing boundaries or natural features would prevent front sites
 - d. providing a range of site sizes and densities
 - e. providing for higher housing densities in locations where they are supportive of pedestrians, cyclists, public transport and the viability and vibrancy of centres.
25. Large-scale subdivision should provide adequate public open space to meet the recreation and amenity needs of their residents.
26. Require subdivisions to provide for the recreation and amenity needs of residents by providing:
- a. public open spaces which are prominent and accessible by pedestrians
 - b. the number and size of public open spaces in proportion to the future density of the neighbourhood
 - c. passive surveillance of public open spaces and ensure all public open spaces are fronted with roads
 - d. pedestrian and/or cycle linkages.

Rural subdivision

27. Avoid new subdivision and development for rural living within the Rural Production, Mixed Rural, Rural Coastal and Rural Conservation zones, except where:
- a. it provides for the protection of existing identified Significant Ecological Areas
 - b. the residential development potential of the rural site is transferred into Countryside Living zones or serviced rural or coastal towns or villages identified as a receiver area.
28. Retain a diversity of site sizes in the Rural Production, Mixed Rural and Rural Coastal zones to accommodate a range of rural production activities.
29. Encourage the amalgamation of rural titles and the transfer of their residential development potential out of:
- a. areas of elite or prime land
 - b. Significant Ecological Areas
 - c. areas of Outstanding Natural Character
 - d. areas close to quarries, state highways, heavy haulage routes and other similar areas where significant reverse sensitivity problems exist and into identified transferable site receiver areas.
30. Identify appropriate receiver areas within the Countryside Living, Rural Production, and Mixed Rural zones, and rural and coastal villages, where the landscape and infrastructure have adequate capacity to support additional dwellings. An appropriate receiver area should:
- a. be able to provide building platforms which can accommodate permitted activities and development which complies with the relevant Auckland-wide, zone and precinct rules
 - b. be able to provide access and driveways that will not result in significant land disturbance or vegetation removal
 - c. avoid adverse effects, including reverse sensitivity effects, of subdivision on existing rural uses and identified mineral resources
 - d. consider the need for setbacks or buffers between practicable building platforms and surrounding

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land uses, other developments, or natural features

- e. be able to provide adequate stormwater and wastewater collection, treatment, and disposal
 - f. protect or enhance natural areas or features with appropriate protection and monitoring mechanisms
 - g. protect or enhance archaeological sites and cultural resources
 - h. avoid adverse effects of the subdivision on the area's indigenous vegetation, landscape sensitivity, and natural and rural character
 - i. be able to provide mitigation or enhancement planting
 - j. demonstrate how the potential effects of natural hazards will be avoided or mitigated.
31. Manage boundary adjustments to facilitate more efficient use of the land for rural production activities and avoid creating additional rural living sites outside of Countryside Living zones.
32. Require subdivision to not adversely affect the character and amenity values of rural or coastal landscapes.
33. Avoid subdivision that creates ribbon development adjoining formed public roads and multiple access points that adversely affect the character and amenity values of rural roads.
34. Require the location, design, and suitability of sites and specified building areas to:
- a. integrate development with the existing landscape to maintain and enhance the overall rural character, and
 - b. ensure the rural amenity and character of adjacent sites and the area are not compromised.
35. Subdivision should result in site boundaries and specified building and access areas that:
- a. recognise topography including steep slopes, natural features, ridgelines, aspect, water supplies, and existing vegetation
 - b. avoid inappropriately locating specified building areas in highly prominent locations as viewed from public places
 - c. reduce or constrain access to land and soil resources (particularly elite or prime land) on the remainder of the property
 - d. are not located on or cut off access to elite or prime land, and are located on land with moderate to low productive potential
 - e. are sufficiently large that they maintain and enhance the ability of the site and balance area to support rural production activities, and avoid fragmentation of existing rural activities
 - f. do not subdivide parcels of elite land
 - g. recognise and provide for existing and proposed buildings, developments, driveways, access sites, rights-of-way and easements or encumbrances of any type
 - h. are set back sufficiently to avoid adverse effects on the riparian margins and protected natural features
 - i. avoid splitting protected features or areas between sites
 - j. in the case of access ways, public walkways and roads, are of a design that maintains and enhances rural and coastal character and enhances public access.
36. Require significant ecological areas, scheduled areas, features and scheduled sites and places of significance for Mana Whenua identified in the Unitary Plan, and riparian and coastal margins within a

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site being subdivided, to be permanently and legally protected at the time of subdivision.

Esplanade reserves

37. Require esplanade reserves on the subdivided land adjoining the coast and other qualifying water-bodies.
38. Avoid the reduction of the width of an esplanade reserve or strip, or the waiving of the requirement to provide an esplanade reserve or strip, except where:
 - a. safe public access and recreational use is already possible and can be maintained for the future
 - b. the following will not be adversely affected:
 - i. the maintenance and enhancement of the natural functioning and water quality of the adjacent sea, river or other water body
 - ii. the land and water-based habitats on and adjoining the subject land area
 - iii. the natural values, geological features and landscape features
 - iv. any historic or cultural heritage place or Māori cultural values
 - c. it can be demonstrated that an esplanade reserve or strip will not benefit the management of natural hazards or the maintenance of character and amenity of the coastal environment
 - d. a reduced width in certain locations can be offset by an increase in width in areas which would result in positive public benefit, in terms of access and recreation
 - e. restrictions on public access are necessary to ensure a level of security for business activities in limited circumstances
 - f. direct access to the sea or other water body is required for a business activity in limited circumstances.
39. Avoid the establishment of an esplanade strip instead of an esplanade reserve, except where the:
 - a. land has limited conservation and recreational value
 - b. conservation and historic heritage values that are present can be adequately protected in private ownership
 - c. opportunity to acquire an esplanade reserve is unlikely to arise but continuity of access is desirable
 - d. creation of esplanade strips can secure public benefits and resource management objectives without alienating land from private ownership
 - e. land is not subject to natural hazards or stability issues.

Place based subdivision

The locations of the place based policies are identified by the Additional Subdivision Controls overlay.

40. Maintain the existing pattern and density of subdivision in identified locations to protect their low density character.
41. Avoid subdivision that detracts from the natural landscape qualities which are defined by the low density settlement pattern.

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7 General

7.1 Artworks

Background

Artworks provide an opportunity to create a sense of place, and can play a valuable role in enlivening the appearance of the physical environment. Artworks can be located on public space or on private property that faces the public realm. This Unitary Plan facilitates and encourages artworks in Auckland, while managing the potential effects of artwork structures.

Objective

1. Inspiring, thought-provoking, culturally vibrant, enjoyable and challenging artworks are installed across Auckland.

Policies

1. Encourage the incorporation of artworks into new developments.
2. Provide for the installation of artworks to support and enhance public open space.
3. Reinforce and extend the role of artworks in creating landmarks and a sense of place in Auckland.
4. Use high-quality, long-lasting materials, and design and execute artworks to a high standard.
5. Control the scale, location and design of artworks to enhance the visual amenity of the site and adjoining sites.
6. Allow temporary artworks.
7. Avoid significant adverse effects such as noise, lighting, traffic and visual effects on the surrounding area resulting from artworks.

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7.2 Lighting

Background

Artificial lighting enables work, recreation and entertainment activities to occur beyond normal daylight hours. It also provides additional safety and security to sites and associated activities. However, unless used with care, it can adversely affect adjoining properties through light spill and glare. If screening or aiming of light is poorly controlled this can result in light pollution causing adverse changes to the view of the night sky.

The provisions for artificial light provide for adequate lighting to support activities and enable safety and security for participants, while minimising potential adverse affects.

Objectives

1. Appropriate levels of artificial lighting are allowed for night time working, recreation and entertainment activities, and security and safety.
2. Adverse effects of artificial lighting on the environment, amenity of surrounding areas, and the safety of road users are minimised.

Policies

1. Recognise and provide for the necessity of artificial lighting for outdoor activities and security and safety.
2. Control the intensity, location and direction of artificial lighting to avoid significant glare and light spill onto adjacent sites, maintain safety for road users and minimise the loss of night sky viewing.

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7.3 Noise and vibration

Background

Noise may cause adverse effects on amenity depending on:

- when and where it occurs
- its duration
- physical characteristics, including the sound pressure level and frequency
- its steadiness
- variations of these properties.

Within urban areas, the background noise environment is most often dominated by traffic. Generally, the higher the traffic volumes nearby, the higher the background noise level. In low traffic areas, background noise may occur naturally from waves, high winds, animals or insects. On average, people will tolerate noise levels up to twice as loud (10dB higher) than the background noise level, except where noise levels adversely affect sleep, or are completely out of character with the existing environment.

The objectives and policies for noise seek to mitigate both the adverse effects of noise and vibration on amenity, and reverse sensitivity effects.

Objectives

1. People are protected from unreasonable or unnecessary levels of noise.
2. Activities sensitive to noise are protected from the effects of high levels of noise, and other activities within the same or adjacent zones.
3. The amenity of residential areas is protected from unreasonable or unnecessary noise, particularly at night.
4. The strategic importance of transportation routes and significant infrastructure is recognised and protected from the potential reverse sensitivity effects of activities sensitive to noise.
5. Different levels of noise and vibration are experienced in different zones, with lower levels in predominantly residential areas and higher levels in predominantly business areas.
6. In each zone the noise and vibration allowed is compatible with the activities provided for.
7. Activities sensitive to noise are protected from unreasonable or unnecessary noise and vibration from the use and development of neighbouring lakes, rivers and the CMA.

[rcp/dp]

8. The amenity of dwellings in rural areas is protected from unreasonable or unnecessary noise, recognising that farming and other activities may create high levels of noise.
9. Temporary activities that cannot meet the permitted activity noise controls are allowed to occur for short periods, while limiting adverse effects on any activities sensitive to noise on adjacent sites.

Policies

1. Set noise standards to reflect the zone's function and permitted activities, recognising the potential adverse effects noise generation may have on more sensitive adjacent zones.
2. Minimise, where practical, noise at its source to mitigate adverse effects on adjacent sites.
3. Locate activities in zones where the noise generated is compatible with other activities and, where possible, adjacent zones.

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4. Prevent significant noise-generating activities from establishing in residential zones.
5. Prevent activities sensitive to noise from establishing in commercial and industrial zones.
6. Require activities sensitive to noise to be located and/or designed to mitigate or avoid any reverse sensitivity noise effects on airfields, high-use roads, regionally significant quarries and rail lines.

[rcp/dp]

7. Limit the level of noise and vibration from quarrying, construction, maintenance and demolition activities to protect activities sensitive to noise on adjacent sites from unreasonable or unnecessary levels of noise and vibration.

Noise arising from lakes, rivers and the CMA

8. Require activities sensitive to noise to be insulated, or otherwise protected, from man-made noise emitted from neighbouring lakes, rivers or the CMA.

Noise arising from or affecting rural zones

9. Manage the adverse effects of noise in the rural environment, while recognising the working nature of this environment.

Temporary activities

10. Control the adverse effect of noise and vibration from construction and demolition activities, recognising the sensitivity of the receiving environment.
11. Manage temporary activities through controls on the number, duration, and timing of temporary activities in order to protect activities sensitive to noise on adjacent sites from unreasonable or unnecessary noise.
12. Manage the effects of outdoor events that use electronically amplified entertainment through controls on the noise levels, start/finish times, duration and frequency of the events.

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7.4 Signs

Background

Signs have an important role in identifying places or buildings and supporting businesses and organisations as an advertising medium. Signs can make an important contribution to making Auckland vibrant, vital and liveable, and can contribute to Auckland's economic well-being, but needs to be undertaken in a manner that does not detract from the visual amenity of buildings or places.

The Unitary Plan provisions for signs provide for a range of signs to advertise businesses, products, services or activities or provide direction or information. The provisions also seek to maintain pedestrian and traffic safety and mitigate the adverse effects signs may have on the visual amenity of buildings and urban, rural and coastal locations. Most site-related signs and directional signs will be regulated by a bylaw.

Objective

[rcp/rp]

1. The role of signs in the identification of places, buildings and businesses is recognised and provided for.
2. The adverse effects of signs on traffic and pedestrian safety and the visual amenity of surrounding environments are avoided.

Policies

[rcp/rp]

1. Require signs to be in keeping with the scale and design requirements of the building and zone in which they are located.
2. Require the placement, location and size of signs on buildings to not significantly detract from the profile or appearance of the building or cover any significant architectural features on the façade of the building.
3. Enable signs for businesses and organisations to be easily identified without creating clutter or dominating the building or environment by controlling the size number and location of signs.
4. Apply traffic and pedestrian traffic safety standards particularly to the wording, lighting and location of signs and variable image signs.
5. Develop bylaws for site related signs and for directional signs.
6. Control all non-site related signs (billboards), signs on scheduled historic places and signs that form part of a comprehensive development by Unitary Plan rules.
7. Take an approach to billboards that recognise the changes likely to occur to the form and use of urban and rural areas by limiting the duration of consents for billboards.

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7.5 Temporary activities

Background

Temporary activities make an important contribution to Auckland's vibrancy, vitality and liveability and cater for the social, cultural and economic well-being of the community.

However, temporary activities in the CMA or other public open space can result in conflicts, such as constraining public access. They can also cause adverse effects to businesses, visitors, and residents' quality of life and livelihoods. These effects need to be adequately managed through this Unitary Plan and other mechanisms, such as bylaws.

To mitigate cumulative effects, some activities must remain temporary and their adverse effects on the environment managed through controls on location, number, scale, intensity and duration.

Objectives

1. A wide range of temporary activities that contribute to a vibrant and liveable city, and the social, environmental, economic and cultural well-being and the health and safety of the community are encouraged.
2. Temporary activities are located and managed to mitigate long-term and cumulative adverse effects on people, property and the environment.
3. Disturbance to public open space qualities, including access, recreation opportunities and amenity values, caused by temporary activities are minimised.
4. The city centre, metropolitan centres and the Auckland Domain are enabled as key locations for regional and major events, while events in other public places are provided for where appropriate.
5. Temporary military use of the land and the CMA is allowed where it avoids adverse effects on identified areas of ecological, historical and cultural values, amenity and coastal processes.

Policies

Mitigating adverse effects

1. Enable temporary activities including those with associated structures provided:
 - a. traffic generated by the activity is effectively managed
 - b. noise generated by the activity meets specified controls
 - c. waste and litter are effectively managed and minimised
 - d. public access to public areas is retained at a reasonable level at all times
 - e. scheduled natural and historic heritage places are not modified, damaged or destroyed
 - f. adverse effects on the environment and amenity are avoided, remedied or mitigated.
2. Control activities that generate traffic, including heavy traffic, so that activities do not detract from:
 - a. the capacity of the road to cater safely and efficiently for motor vehicles, pedestrians and cyclists
 - b. the well-being of residents and businesses occupying surrounding sites.
3. Remedy disturbances of the foreshore or seabed within seven days unless this can be achieved by natural processes.

Identifying appropriate places for events

4. Identify and promote appropriate public places and facilities for major and regional events, taking into account:
 - a. capacity to safely host large numbers of people

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- b. availability of sufficient parking where necessary and road network capacity
- c. capacity of the public transport network or the extent to which a venue can be temporarily serviced by mass passenger transport
- d. ability to effectively avoid, remedy or mitigate adverse effects on the environment.

Managing effects on public open space and areas for conservation

- 5. Manage the effects of temporary activities on public open space and significant ecological areas to mitigate conflicts with other public uses or conservation activities.

Defence activities including military training activities

- 6. Limit the number and duration of temporary military activities and the noise levels they make where they occur on land which is not under the control or ownership of NZ Defence.
- 7. Allow temporary military training activities for defence purposes within the CMA, provided:
 - a. there is no modification, damage or destruction to scheduled natural and historic places
 - b. adverse affects on coastal processes are mitigated
 - c. public access is maintained where possible
 - d. public access is maintained to and along the CMA where this is not in conflict with the Defence Act 1990 or the need to protect public health and safety.
- 8. Avoid underwater explosives training exercises in:
 - a. places listed on the natural and historic heritage schedules
 - b. Significant Ecological Areas - Marine 1 and 2
 - c. areas identified by Mana Whenua in accordance with tikanga Māori as being of special spiritual, cultural, or historical significance.
- 9. Require temporary activities undertaken in the CMA, including the erection, maintenance and repair, demolition, or removal of structures for defence purposes, to:
 - a. avoid more than minor modification, damage or destruction of any protected coastal areas
 - b. avoid modification, damage or destruction of any scheduled natural and historic places.

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7.6 Vehicles on beaches

Background

Vehicle usage on beaches, foreshores, seabed and adjacent public land can damage coastal environments, habitats, flora and fauna, disturb other recreational activities, and pose an increased risk to public safety. While vehicles are needed on beaches for specific community needs, inappropriate use can damage ecologically sensitive areas and areas or sites of significant historic heritage or cultural value.

Vehicles on beaches will be controlled mainly under a bylaw.

Objectives

1. Areas within the coastal environment containing significant ecological or historic heritage values are protected from vehicles.
2. Conflicts between vehicle users and other recreational and beach users are minimised.
3. Unnecessary vehicle use in the coastal environment is discouraged.

Policies

1. Avoid vehicle use in areas identified as having significant ecological or historic heritage values, other than for:
 - a. the provision, operation, maintenance and use of existing infrastructure or structures
 - b. emergency services, enforcement, public health and safety, and coastal conservation and management.
2. Limit vehicle use in or near areas of significant ecological or historic heritage values in the coastal environment to movements necessary for activities and where there is no other reasonable or practical alternative.
3. Limit the areas where recreational vehicles have access, and manage vehicle use to avoid and where practicable minimise:
 - a. damage to dunes or other geological systems
 - b. damage to ecological systems or to significant habitats of indigenous flora and fauna
 - c. danger to other beach users and risks to public health and safety
 - d. loss of amenity values and disturbance of people's enjoyment of the beach environment
 - e. damage to historic heritage
 - f. damage to habitats of significant fisheries resources
 - g. damage to scheduled sites and places of significance for Mana Whenua, including identified wāhi tapu.
4. Avoid using the beach, foreshore and seabed as a vehicle accessway to private property unless there are no practical alternative means of gaining landward access.

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7.7 Sustainable design

Objective

1. Buildings are designed to minimise adverse environmental effects, maximise efficiency and provide healthy and comfortable indoor environments.

Policies

1. Require medium and large-scale office and industrial buildings to be designed to meet sustainable building standards.
2. Require medium to large-scale residential development to be designed to meet sustainable building standards.
3. Promote development to be designed to maximise sustainable design outcomes through measures such as:
 - a. orientation of the building, its windows, habitable rooms and private outdoor space to derive maximum benefit from solar gain
 - b. thermal insulation that will reduce heating costs and improve indoor environmental quality
 - c. internal surfaces with a high thermal mass for areas exposed to direct low-level sunlight
 - d. natural, non-mechanical techniques for cooling and venting along with heat transfer and heat recovery systems
 - e. renewable energy generation at the site and community scale
 - f. water sensitive design to maximise localised water collection and minimise water usage
 - g. opportunities for localised agriculture and food production
 - h. enabling multiple uses in the life cycle of buildings
 - i. the use of recycled, low embodied energy and volatile organic compound free materials
 - j. retro fitting and redevelopment of existing buildings to improve their energy and water efficiency.

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7.8 Affordable housing

The following objectives and policies do not have legal effect until the Unitary Plan is operative.

Background

The provision of retained affordable housing will ensure wider housing choices and a more balanced social mix in new housing developments. This in turn will help to address regional objectives relating to social and economic well-being, transport and land use. It will also extend the effectiveness of scarce public resources by increasing overall housing output through partnership with the not-for-profit housing sector.

An affordable housing assessment will need to be prepared for all applications for resource consent that are required to provide a percentage of retained affordable housing. The assessment will provide the details as to how and where the required retained affordable housing will be provided within the development.

Where required, retained affordable housing must be provided within the development. Through a resource consent, the retained affordable housing may be provided on sites in the vicinity of the development. This may include arrangements where the retained affordable housing is delivered by a separate body, such as a community housing provider.

Objective

1. The proportion of dwellings that are affordable to households in the intermediate housing market is increased across Auckland.

Policies

1. Require a proportion of new dwellings to be retained affordable housing in new large-scale residential subdivision or residential development within the RUB.
2. Provide for retained affordable housing that is similar in external design to market rate housing within the development and that is located throughout the development.

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7.9 Financial contributions

Background

Section 108 of the RMA provides that when the council grants a resource consent it may impose a condition of consent requiring that a financial contribution be made. In certain precincts, financial contributions will be taken in accordance with the precinct rules in order to avoid, remedy and mitigate adverse effects of an activity on the environment. The precinct rules set out the purpose for which land may be required as a financial contribution, and the manner in which the level of contribution (i.e. the amount of land required) is determined.

A financial contribution taken by the council is for a different purpose to any development contribution listed in the council's current Contributions Policy and may be imposed in addition to a development contribution.

Objective

1. Financial contributions of land are required in accordance with in the precinct rules in order to avoid, remedy and mitigate adverse effects of the proposed activity on the environment.

Policies

1. Require financial contributions of land for the purpose specified in the precinct rules.
2. Determine the amount of financial contributions of land in accordance with the precinct rules and on a case by case basis.

Chapter D: Zone objectives and policies

1 Residential zones

Introduction

There are six residential zones in the Unitary Plan:

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

The Large Lot and the Coastal and Rural Settlement zones provide for residential development that is low intensity and which reflects the land characteristics and/or service constraints of the location.

The Single House, Mixed Housing Suburban, Mixed Housing Urban 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 the rapid and frequent service network and within and around centres. Providing for growth in this manner and in these locations is not only an efficient use of land but it also provides access to public transport for a greater number of households and strengthens the role of centres.

Collectively, these zones provide for a mix of housing types, ranging from a house in a coastal settlement, to a single detached house on a suburban section, to an apartment near a metropolitan centre. In some zones the conversion of an existing single dwelling into two dwellings is allowed to cater for different family needs or to generate additional family income without subdividing the property and retaining the appearance of a single building.

As the density of development increases the greater the requirement for quality design. To address this, four or more dwellings in the Mixed Housing Suburban and Mixed Housing Urban zones and more than one dwelling in the Terrace Housing and Apartment Buildings zone requires a resource consent. The resource consent process will ensure that the proposal gives effect to the quality built environment provisions of the Unitary Plan and that it contributes to the Auckland Plan priority of a quality urban environment.

The [ADM](#) provides supplementary, non-statutory guidance on preparing proposals for new housing developments by outlining options to achieve high standards of design in various housing types.

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1.1 General objectives and policies for the residential zones

Objectives

1. Auckland's residential areas are attractive environments with quality development that positively responds to and enhances the street, public open space and neighbourhood and contributes to safety and a positive sense of place.
2. A diverse range of housing provides choice for households and communities to meet their varied needs and lifestyles.
3. Non-residential activities that locate in residential areas contribute to and support the amenity of the neighbourhood and provide opportunities for social, economic and cultural well-being.

Policies

1. Require developments to contribute positively to the visual quality and safety of streets, public open spaces and neighbourhoods.
2. Recognise that the density of Auckland's residential areas will increase, to varying degrees, over time and apply controls to manage that change.
3. Provide a range of residential zones that enable different housing densities, a variety of housing opportunities and different housing types that are appropriate for the existing and planned infrastructure, natural environment and the existing and planned residential character of the area.
4. Require a percentage of medium to large scale residential development to provide equal physical access and use for people of all ages and abilities.
5. Enable an existing dwelling to be converted into two, in specific zones, in a manner that provides high quality internal and on-site amenity.
6. Enable non-residential activities that provide benefits to local communities and which will have minimal adverse effects on amenities of the residential area.
7. Require, where appropriate, resource consents for subdivision and housing development for additional residential land capacity, to be given effect to within specific timeframes, including through staging provisions and lapse periods.
8. Require significant physical works to be undertaken before granting any extension to the lapse date for any consent relating to a large-scale residential subdivision or large-scale residential development.

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1.2 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 of a height and bulk that maintains and positively responds to the site and the area's spacious landscape character.
2. Development maintains the amenity of adjoining sites.
3. Development is of a density that is appropriate for the physical and environmental attributes of the site and any infrastructure constraints.

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 land instability.
2. Require development to have sufficient setbacks and open space to maintain the spacious landscape character of the area.

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1.3 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 to avoid 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 of a height and bulk that maintains and positively responds to the site and the area's rural and coastal residential character.
2. Development provides high-quality on-site amenity for residents and maintains the amenity of adjoining sites.
3. Development is of a density that is appropriate for the the physical and environmental attributes of the site and any infrastructure constraints.

Policies

1. Enable subdivision and development that provides 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 land instability.
2. Require development to be of a height and bulk that maintains a reasonable level of sunlight access and privacy to immediate neighbours.
3. Require development to have sufficient setbacks and open space so as to maintain the rural and coastal residential character of the area.
4. Require dwellings to be designed to have useable and accessible outdoor living space of a size consistent with the spacious qualities of the zone.

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1.4 Single House zone

Zone description

This zone provides for low density suburban housing and is applied in areas throughout Auckland including serviced rural and coastal villages. The zone is generally characterised by one building per site of one to two storeys, surrounded by areas of private open space.

Large amounts of subdivision or multi-unit development is not anticipated within this zone due to the minimum site size requirements. The activities provided for in the zone are limited to maintain the low density suburban residential character and amenity of these areas.

Objectives

1. Development is of a height, bulk and form that maintains and positively responds to the site and the neighbourhood's low density suburban residential character.
2. Development provides high-quality on-site amenity for residents and maintains the amenity of adjoining sites.

Policies

1. Manage the height, bulk, form and appearance of development and require sufficient setbacks, landscaped areas and open space to maintain the low density suburban residential character of one to two storey, detached dwellings within a generally spacious setting.
2. Require development to be of a height and bulk that maintains a reasonable level of sunlight access and privacy to immediate neighbours.
3. Require dwellings to be designed to have useable and accessible outdoor living space of a size consistent with the spacious qualities of the zone.
4. Require fences to be sufficiently low to allow passive surveillance of the street.

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1.5 Mixed Housing Suburban zone

Zone description

This zone is the most widespread residential zone in Auckland. Its density controls allow a moderate level of intensification, while retaining a relatively spacious quality consistent with a suburban residential character, compared to the Mixed Housing Urban and Terrace Housing and Apartment Buildings zones. Development within the zone will generally be two storey detached and attached housing in a variety of types and sizes to provide housing choice.

The zone encourages new housing types, including attached housing on smaller sites facing the street. To facilitate the efficient use of these sites and promote quality design outcomes, when assessed through the resource consent process, dwellings may have building bulk closer to site boundaries, provided that shading and dominance effects on adjoining sites are minimised.

Through the resource consent process, four or more dwellings at a higher density may be built on large sites with wide road frontages. This is because larger sites are capable of accommodating a wider range of housing types, integrating development into the neighbourhood and achieving high quality on-site amenity.

Objectives

1. Housing choice within neighbourhoods is increased.
2. Development is of a height, bulk, form and appearance that positively responds to the site and the neighbourhood's planned suburban residential character, engaging with and addressing the street.
3. Development provides high-quality on-site amenity for residents and achieves a reasonable standard of amenity for adjoining sites.
4. Development is adequately serviced by network infrastructure and is of a density that is appropriate for the physical attributes of the site and any infrastructure constraints.

Policies

1. Enable a variety of detached and attached housing types.
2. Manage the height, bulk, form and appearance of development and require sufficient setbacks and landscaped areas to maintain a suburban residential character of generally two storeys.
3. Require development to be of a height and bulk that allows immediate neighbours to have a reasonable standard of sunlight access and privacy and to avoid excessive dominance effects.
4. Enable attached housing on smaller sites where the development faces the street and integrates well into the neighbourhood.
5. Require dwellings to be designed to:
 - a. have usable and accessible outdoor living space
 - b. provide privacy and outlook
 - c. be of a size, have access to daylight and sunlight and provide the amenities necessary to meet the day-to-day needs of residents.
6. Require development to be designed, with a particular emphasis on those parts of the dwelling visible from the street to:
 - a. create visual interest
 - b. face the street and maximise passive surveillance of it
 - c. minimise the dominance of garage doors visible from the street.
7. Limit the density and scale of development to take account of one or more of the following factors:

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- a. achieving a balance between making the most efficient use of the site and providing high-quality on-site amenity
 - b. the proportions or topography of the site or the width of its road frontage mean that it is not possible to maximise development without generating unreasonable adverse effects on the amenity of adjoining sites and the surrounding area
 - c. any infrastructure constraints.
8. Require development to have available connections to water supply and wastewater networks.

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1.6 Mixed Housing Urban zone

Zone description

This zone is generally located between the Mixed Housing Suburban and the Terrace Housing and Apartment Buildings zones. It provides a transition in density between these two zones and allows three storey dwellings in locations close to the rapid and frequent service network. The zone provides for housing in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments, that will increase the supply of housing, create diverse neighbourhoods and provide housing choice.

The zone encourages new housing types, including attached housing on smaller sites facing the street. To facilitate efficient use of these sites and promote quality design outcomes, when assessed through the resource consent process, dwellings may have building bulk closer to site boundaries, provided that shading and dominance effects on adjoining sites are minimised.

Through the resource consent process, four or more dwellings at a higher density may be built on large sites with wide road frontages. This is because larger sites are capable of accommodating a wider range of housing types, integrating development into the neighbourhood and achieving high quality on-site amenity.

Over time, the appearance of neighbourhoods within this zone will change to an urban residential character.

Objectives

1. Land surrounding high density residential areas and close to the rapid and frequent service network is efficiently used to provide urban living that increases Auckland's housing supply and choice and access to public transport.
2. Development is of a height, bulk, form and appearance that positively responds to the site and the neighbourhood's planned urban residential character, engaging with and addressing the street.
3. Development provides high-quality on-site amenity for residents and achieves a reasonable standard of amenity for adjoining sites.
4. Development is adequately serviced by network infrastructure and is of a density that is appropriate for the physical attributes of the site and any infrastructure constraints.

Policies

1. Enable a variety of detached and attached housing types at increased densities, including low-rise apartments.
2. Manage the height, bulk, form and appearance of development and require sufficient setbacks and landscaped areas consistent with an urban residential character of three storeys.
3. Require development to be of a height and bulk that allows immediate neighbours to have a reasonable standard of sunlight access and privacy, and to avoid excessive dominance effects.
4. Enable attached housing on smaller sites where the development faces the street and integrates well into the neighbourhood.
5. Require dwellings to be designed to:
 - a. have useable and accessible outdoor living space
 - b. provide privacy and outlook
 - c. be of a size, have access to daylight and sunlight, and provide the amenities necessary to meet the day-to-day needs of residents.
6. Require development to be designed, with a particular emphasis on those parts visible from the street to:
 - a. create visual interest

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- b. face the street and maximise passive surveillance of it
 - c. minimise the dominance of garage doors visible from the street.
7. Limit the density and scale of development where this is necessary to take account of one or more of the following factors:
- a. achieving a balance between making the most efficient use of the site and providing high-quality on-site amenity
 - b. the proportions or topography of the site or the width of its road frontage mean that it is not possible to maximise development without generating unreasonable adverse effects on the amenity of adjoining properties and the surrounding area
 - c. any infrastructure constraints.
8. Require development to have available connections to water supply and wastewater networks.

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1.7 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 and the rapid and frequent service network.

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, 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 the centre the zone adjoins, to achieve a transition in height from the centre 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 over time.

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 more than dwelling on a site in the zone. A key part of the resource consent process will be to determine 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 housing types and can achieve high-quality on-site amenity and design outcomes.

This zone also provides for a 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 the rapid and frequent service network is efficiently used to provide urban living that increases Auckland's housing supply and access to centres and public transport.
2. Development is of a height, bulk, form and appearance that positively responds to the site and neighbourhood's planned urban residential character, engaging with and addressing the street.
3. Development provides high-quality on-site amenity for residents and achieves a reasonable standard of amenity for adjoining sites.
4. Development is of a density that is appropriate for the physical attributes of the site, any infrastructure constraints and the planned urban residential character of the neighbourhood.
5. 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. Enable housing types appropriate to higher levels of residential density, specifically terrace housing and apartments.
2. Avoid low density residential development, while allowing the continued use of a site for one dwelling.
3. Manage the height, bulk, form and appearance of development and require sufficient setbacks and landscaped areas consistent with an urban residential character of between four and six storeys in identified locations.
4. Provide for building heights that reflect the scale of development in the adjoining business area and provide a transition in building scale to neighbouring lower density residential areas.
5. Require development to be designed to integrate into the neighbourhood, while recognising the

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increased building bulk in height the zone allows.

6. Require development to be of a height and bulk that allows immediate neighbours to have a reasonable standard of sunlight access and privacy and to avoid excessive dominance effects.
7. Require development adjoining the other residential zones to be set back from the boundary to recognise their amenity values.
8. Require dwellings to be designed to:
 - a. have useable and accessible outdoor living space, maximising sunlight access where practicable
 - b. provide privacy and outlook
 - c. be of a size, have access to daylight and sunlight, and provide the amenities necessary to meet the day-to-day needs of residents
 - d. prioritise pedestrian access, safety and movement.
9. Require development to be designed, with a particular emphasis on those parts visible from the street to:
 - a. achieve a high standard of visual quality
 - b. face the street and maximise passive surveillance of it
 - c. minimise the dominance of garage doors visible from the street.
10. Require development to make the most efficient use of the site as practicable, taking into account:
 - a. the ability to provide high-quality on-site amenity
 - b. the proportions or topography of the site or the width of its road frontage mean that it is not possible to maximise development without generating unreasonable adverse effects on the amenity of adjoining sites and the surrounding area
 - c. any infrastructure constraints.
11. Provide for a range of non-residential activities while ensuring that the intensity of use will not detract from the residential amenity of the area.

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2 Public open space zones

Introduction

Five broad zones are used to facilitate the management of activities on public open space. These zones are as follows:

Conservation

This zone applies to public open space with natural, ecological, landscape, cultural and historic heritage values. These areas play an important role in increasing the populations of threatened and endangered species in Auckland. They also include some of Auckland's most heavily used beaches and coastlines that are used for informal recreation. To protect these values, recreation activities and development in the zone are limited in scale and intensity. Buildings and improvements provided for relate to conservation and land management, recreation, education, park management and visitor information.

Informal recreation

This zone applies to public open space that provides for a variety of informal recreation opportunities. Buildings and structures are generally limited to those that support these activities and include playground equipment, skate parks, informal hard courts, toilets and changing facilities, barbeque and picnic facilities and small scale boating facilities.

Sports and active recreation

This zone applies to public open space that provides for a range of indoor and outdoor organised sporting and active recreation activities. This includes public open space adjacent to the CMA and lakes and rivers that is used for clusters of marine related recreation activities. It applies to open space in which sports fields, hard-court areas, greens, recreational facilities including swimming pools, boat ramps, jetties and associated buildings and structures predominate.

Civic spaces

This zone applies to public open spaces in the form of 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 provide opportunities for recreation, social interaction and community gatherings and events.

Community

This zone applies to public open spaces in town centres and other urban areas that are used or proposed to be used primarily to accommodate community buildings and activities such as: libraries, arts and cultural centres, marae, community houses, halls and pre-school education facilities. These spaces are typically dominated by buildings and structures and associated parking areas.

The [ADM](#) provides supplementary, non-statutory guidance on options to achieve high standards of parks and open space design.

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2.1 Conservation zone

Zone description

This zone applies to public open spaces with natural, ecological and biological, landscape, and cultural and historic heritage values. Examples include volcanic cones, bush reserves, headlands, natural wetlands and parts of the coastline. The zone is also applied to cemeteries that are no longer operational to recognise their cultural heritage values.

This type of public open space helps to preserve and define Auckland's character and provides a connection to our heritage. These areas play a special role in educating residents and visitors about Auckland's heritage and environment and protect Auckland's notable coastlines, islands and ranges. The zone includes some of Auckland's most heavily visited areas of native bush, volcanic cones and popular beaches, foreshore and coastline areas. These are generally special and often sensitive areas and it is therefore appropriate to limit the scale and intensity of activities and development, including access in particular circumstances, to ensure there are minimal adverse effects and as little modification to the environment as possible. The zone is characterised by minimal buildings and structures, largely undeveloped areas and open expanses of land. Generally, the natural elements and unmodified nature of these areas gives them a sense of wilderness and isolation.

The public open spaces that adjoin the coast or lakes, rivers and streams, help protect these often unique landscapes and ecosystems. The integrated management of the coastal environment (in particular the coastal edge) and margins of waterways is of utmost importance to Mana Whenua. Access to these areas needs to be carefully managed to avoid damaging or desecrating scheduled sites and places of significance to Mana Whenua.

Objectives

1. Public open spaces with natural, ecological, landscape, and heritage values are protected and enhanced and available to the public to use and enjoy.
2. Recreational activities and associated buildings and structures complement and protect the values and qualities of the public open space.

Policies

1. Enable appropriate activities that conserve, protect and enhance the natural, ecological, landscape, and heritage values of the public open space.
2. Protect and enhance the tangible and intangible values of scheduled sites or places of significance to Mana Whenua within the public open space.
3. Restrict recreational activities and associated buildings and structures to those that enable enjoyment of the values of the public open space and which have minimal impact on its values and qualities such as passive recreation and unsealed walking tracks and trails, picnic and rest areas, and planting and soft landscaping.
4. Limit buildings and structures to those where there is a demonstrated need to enhance the ability for people to appropriately use and enjoy the public open space including for education purposes, public safety and the management of the public open space.
5. Require the location, scale, and design of new buildings and structures and additions to complement the context, character and values of the public open space, ensuring that there is minimal disturbance to existing landform and vegetation.
6. Provide adequate vehicle access and parking to meet the needs of users while ensuring they are designed and located to have minimal impact on the integrity and values of the public open space. This may be achieved by:
 - a. locating and designing access and parking so that there is minimal disturbance to existing landform and vegetation

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- b. locating parking areas in proximity to public streets and/or internal roads to avoid intrusion into the public open space and encourage shared parking
 - c. using unformed and unsealed areas for parking, particularly for peak periods during summer months
 - d. using smaller, conveniently located parking areas in preference to large expanses of parking
 - e. locating parking areas so that the character of the public open space and adjoining properties are not adversely affected by noise or visual effects.
7. Require buildings, structures and parking areas to be landscaped and planted in a manner which is safe and visually softens development.
8. Enable appropriate activities (including ecological, restoration and customary use) which support and re-establish the relationship of Mana Whenua and their culture and traditions to their ancestral lands, water, sites, wāhi tapu and other taonga.
9. Enable interpretative signs, structures and platforms at appropriate sites to enhance the identification and understanding of the natural and heritage value of the public open spaces.

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2.2 Informal Recreation zone

Zone description

This zone applies to public open spaces that range in size from small local parks to large regional parks which are used for a variety of outdoor informal recreation activities and community uses, such as walking, running, cycling, relaxing and socialising, picnics, playing and enjoying the environment. Grazing may be used for land management purposes. These areas also form an important part of Auckland's walkway and cycleway network.

These public open spaces may contain sites with natural and/or historic heritage values and they contribute to the general amenity of the area where they are located.

Some of these public open spaces adjoin the coast, harbours, lakes, rivers and streams and play a key role in providing people with access to and along these areas. 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 desecrating areas, scheduled sites or places of significance to Mana Whenua. These spaces provide a range of small-scale and informal land-based facilities that support water recreation as well as children's play areas and toilet and changing facilities.

Generally these public open spaces are characterised by few buildings and structures. Limiting development will help maintain the open space character and amenity value, and enable opportunities for a range of informal recreation activities to occur. Buildings and structures are limited to those that support the enjoyment of the public open space for informal recreation activities such as barbeques and picnic facilities, playgrounds, skateparks, informal hard courts, shelters, toilet and changing facilities, and small-scale community buildings such as boat ramps and sailing clubs. Larger public open spaces in this category such as Auckland's regional parks, may include visitor information facilities and limited retail such as cafes.

Objectives

1. Informal recreation and small-scale community uses are catered for through a network of quality public open spaces.
2. The open and spacious appearance of public open space is protected to maintain the amenity values, character and any historic and natural values of the public open space and surrounding area.
3. Small-scale, informal marine recreational facilities are provided on public open spaces while protecting public access to the coast and the natural values of the public open space.

Policies

1. Provide for a variety of informal recreation activities in the zone including small-scale community uses and accessory activities.
2. Enhance the natural character of public open spaces by retaining significant exotic vegetation and native trees (where appropriate and practical) and undertaking weed removal, new planting and landscaping.
3. Require the development of public open space, including new buildings and structures located near scheduled sites or places of significance to Mana Whenua to demonstrate through design, Mātauranga Māori, tikanga, and Mana Whenua values and the relationship of Mana Whenua to ancestral lands, water, coastal sites, wāhi tapu and other taonga.
4. Minimise buildings and structures to those where there is a demonstrated need to enhance the ability for people to use and enjoy the public open space for informal recreation.
5. Require the location, scale and design of buildings and structures to complement the open and spacious character and function of the public open space, enable opportunities for passive surveillance, enhance amenity values, protect any natural or historic heritage values and be compatible with development in the surrounding area.

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6. Use, where appropriate, the street network and internal roads for parking associated with the use of the public open space.
7. Provide adequate vehicle access and parking to meet the needs of users in a way that maintains the character of the public open space and encourages cycling and the use of public transport.
8. Require the location and design of parking areas to:
 - a. be convenient for users of the public open space
 - b. have a safe and efficient internal circulation pattern with slow traffic speeds
 - c. avoid adverse noise or visual effects on users of the public open space and adjoining properties
 - d. avoid large areas of sealed parking unrelieved by landscaping or planting.
9. Manage the intensity of activities to minimise adverse effects such as noise, glare and traffic on the amenity of the surrounding area.
10. Limit activities and their associated facilities on public open space adjoining the sea or waterways to those that have a functional relationship with the sea or adjacent waterways and where they meet an identified need.
11. Avoid activities and development in locations on public open space adjoining the sea or waterways where there could be adverse effects on:
 - a. public access
 - b. the visual amenity of the coastal environment
 - c. areas of high natural or heritage value
 - d. views of the coast or lakes or rivers
 - e. Mana Whenua cultural heritage.

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2.3 Sport and Active Recreation zone

Zone description

This zone applies to public open spaces used for indoor and outdoor organised sports, active recreation and community activities and includes facilities such as sports fields, buildings and structures associated with marine related activities such as ramps, jetties, slipways, hardstand areas, hard-court areas and greens. These spaces often include the provision of buildings and structures such as grandstands, sport and community clubrooms and toilets and changing facilities associated with these uses. Commercial activities accessory to the primary function of the public open space may be undertaken in appropriate locations. These activities generally provide economic benefit as well as informal benefits such as passive surveillance.

Most of these public open spaces are available for informal recreation activities such as walking, jogging and informal games when not used for sport and active recreation.

Given the more intensive use of these public open spaces, they can from time to time attract large numbers of people and consequently generate high levels of traffic, noise, glare and other adverse effects that need to be managed.

Objectives

1. Indoor and outdoor sport and active recreation opportunities are provided for through a network of quality public open spaces that meet the community's needs.
2. The use of public open space for sport and active recreation is maximised.
3. The amenity values of the public open space and surrounding areas, including the CMA are maintained.
4. Larger scale or clusters of land-based marine recreation facilities are recognised and provided for.

Policies

1. Provide for indoor and outdoor organised sports, active recreation and community activities, and associated buildings and structures.
2. Enable the provision of buildings and structures where there is a demonstrated need to enhance the ability to use and enjoy the public open space for sports and active recreation, including accessory building and structures such as storage sheds and scoreboards.
3. Require the location, scale and design of new buildings and structures and additions to complement the character of the public open space, retain a level of spaciousness, enable opportunities for informal surveillance, and maintain a reasonable level of amenity for users of the public open space.
4. Enable accessory activities that enhance the use and enjoyment of public open space and that relate to the primary activities on the site.
5. Maximise the use of buildings and facilities (such as through multi-functional use and adaptable designs) to increase the capacity of the public open space, and avoid permanent single purpose buildings with restricted use.
6. Limit activities and their associated facilities on public open space adjoining the sea or water body to those that have a functional relationship with the sea or adjacent water body and where they meet an identified need.
7. Require activities and development in locations on public open space adjoining the sea or a water body to:
 - a. maintain public access, unless access is to be excluded for safety and security reasons
 - b. be sympathetic to the visual amenity of the coastal environment
 - c. avoid areas of high natural or heritage value

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- d. retain significant views of the sea or lakes or rivers from the public open space
 - e. have regard to Mana Whenua cultural heritage values.
8. Manage adverse effects such as noise, glare, traffic and visual effects on the surrounding area, through appropriate locations, design, use and operation of sport and recreation facilities, buildings and structures such as lighting poles.
9. Provide adequate vehicle access and parking to meet the needs of users and encourage shared parking, use of public transport and drop zones, while recognising that spill over car parking to adjacent roads is likely to occur during high periods of use and for special events.
10. Require development of public open space for new or existing indoor and outdoor organised sport, active recreation and community activities to:
- a. have good access to major traffic routes and public transport
 - b. avoid adverse effects on Mana Whenua cultural heritage
 - c. reflect Mana Whenua values through the integration of Mātauranga and tikanga.

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2.4 Civic Spaces zone

Zone description

This zone applies to public open spaces such as squares and plazas in town centres and other urban areas. Civic spaces are becoming increasingly important as Auckland grows and becomes more compact and access to high amenity public open spaces is needed for residents, workers and visitors. Civic spaces contribute to the character of town centres and urban areas and provide opportunities for informal recreation, social interaction and community gatherings and events. They also support local character and sense of identity and should acknowledge and reflect various ethnicities and the identities of Mana Whenua.

Buildings and structures that are located within or surrounding civic spaces should enhance and form an integral part of these spaces, providing an active edge and enabling visibility into and pedestrian access through the space.

Objective

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

Policies

1. Provide quality civic spaces in centres and urban areas to support informal recreation and social interaction, and to enable events and community and civic activities to take place.
2. Maintain important identified view shafts to and from civic spaces to the coast, natural features and landmarks.
3. Encourage the design, location and orientation of buildings and structures within and adjacent to civic public open spaces to enhance the amenity and use of the public open space and avoid over-shadowing, glare and adverse noise and wind conditions.
4. Require the design of civic spaces to:
 - a. provide opportunities and flexibility for a range of activities including informal recreation, public events and civic functions
 - b. facilitate the convenient movement of pedestrians through the creation of direct, and safe pedestrian routes
 - c. achieve safe spaces and avoid opportunities for crime by maximising passive surveillance of the public open space and avoiding potential areas of entrapment
 - d. create a sense of local identity acknowledging Mātauranga Māori, tikanga and Mana Whenua values and reflecting Auckland's various ethnicities, for example through the use of materials, landscaping, signage and artworks.
5. Locate and design civic spaces to enhance the level of street connectivity and promote and encourage physical activity and the ability to walk to local destinations.
6. Require the design of buildings and structures within civic public open spaces to integrate with adjoining properties and streets.
7. Manage the effects of activities and development to avoid or mitigate any adverse effects on the environment and on the amenity of the surrounding neighbourhood.
8. Enable public works that enhance the environmental qualities of civic and community public open spaces, including the installation of public artworks, interpretive signs, and ecological restoration to occur in the zone.

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2.5 Community zone

Zone description

This zone applies to public open spaces that are used or proposed to be used primarily to accommodate community buildings and activities such as: libraries, arts and cultural centres, recreation centres that are not associated with the sport and active recreation zone, marae, community houses, halls and pre-school education facilities. Community spaces provide the opportunity for community, recreational, and cultural buildings and facilities to be established on public land. Not all community buildings and activities have been included in this zone as many are suitably catered for in other zones, (e.g. libraries in business zones and leisure centres in the Sport and Active Recreation zone). Generally public open space in this zone is situated in town centres and business areas, in close proximity to public transport routes, has good road frontage, and close proximity to other community facilities.

Objective

1. Public open spaces provide for existing and future community buildings and activities.

Policies

1. Provide public open spaces in town centres and urban areas to support community activities, informal recreation and social interaction, and to enable events to take place.
2. Encourage the design of buildings and structures within community public open spaces to integrate with adjoining properties and streets.
3. Manage the effects of activities and development to avoid or mitigate any adverse effects on the environment and on the amenity of the surrounding neighbourhood.
4. Require the location and design of parking 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 adverse visual effects on adjoining properties
 - e. avoid large areas of sealed car parking unrelieved by landscaping or planting.

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3 Business zones

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 the rapid and frequent service network. It provides a transition, in terms of use and scale, with adjacent residential areas.

The centres zones and Mixed Use zone are expected to accommodate an increase in the density and diversity of housing, provided that it does not preclude opportunities for business development. 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.

There is a range of possible building heights within the centres zones and Mixed Use zone depending on the context. Different parts of these zones have different attributes. In some cases these attributes necessitate an increase or decrease in the standard zone height. The different attributes include:

- the size and depth of a centre

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- the status of the centre in the centres hierarchy
- existing or planned uses surrounding a centre and the interface between the centre, these uses and surrounding residential uses
- historic character
- landscape features
- height controls previously developed through a precinct or master planning exercise.

The city centre, metropolitan centres and town centres, and areas surrounding these centres, have been identified as the priority areas for commercial and residential growth. In and around some of these areas it is appropriate to enable greater heights from the standard zone height, to enable growth to occur.

In addition, the height in and around some centres is lower than the standard zone height due to the local context, including historic character or landscape features.

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3.1 General objectives and policies for the centres and mixed use zones and the General Business and Business Park zone

Objectives

1. Development strengthens 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.
3. Business activity is distributed in locations and is of a scale and form that:
 - a. provides for the community's economic needs
 - b. improves community access to goods, services, community facilities and opportunities for social interaction
 - c. manages adverse effects on the environment, including effects on strategic infrastructure and residential amenity.

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 the centres and Mixed Use zones while managing the higher levels of ambient noise and reduced privacy it may be subject to.
3. Require development to be 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 a percentage of residential development and encourage all other development to provide equal physical access and use for people of all ages and abilities.
5. Require the design of buildings to contribute positively to the visual quality, pedestrian vitality, safety and interest of streets and public open spaces.
6. Require buildings to be adaptable to a range of uses to allow activities to change over time.
7. Require parking to be located and designed in such a manner as to avoid adverse impact on pedestrian amenity and the streetscape.
8. Encourage the selection of materials, finishes and landscaping with consideration for long term weathering, maintenance and durability.
9. Require development close to residential zones to mitigate adverse visual effects, acoustic privacy, and minimise overlooking and shadow effects to residential neighbours.
10. 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.
11. Require development to avoid, remedy or mitigate adverse wind, glare and shading effects on public open spaces and streets.
12. In identified locations within the centres and Mixed Use zones, enable greater building height than the standard zone height, having regard to whether the greater height:
 - a. is an efficient use of land
 - b. supports public transport, community infrastructure and contributes to centre vitality and vibrancy
 - c. considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential activity

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- d. is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre.
13. In identified locations within the centres and Mixed Use zone, reduce building height below the standard zone height, where the standard zone height would have significant adverse effects on historic character, landscape features, amenity or the prevailing character and context.

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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 maintain and enhance the vibe of the city centre, 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 or that have the potential to generate reverse sensitivity effects on identified marine and port activity areas.

The Unitary Plan enables the greatest intensity 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, significant views to the volcanic cones and other landmarks and to maintain and enhance the distinctiveness of particular areas.

The city centre makes an important contribution to our sense of identity. 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.

Within the city centre are precincts and overlays, which have their own distinct features, character and/or function. For example, the Port precinct allows for the ongoing use, development and expansion of port and marine activities at the Port of Auckland.

Objectives

1. The city centre is a globally significant centre for business.
2. The city centre is an attractive place to live, work and visit with a 24-hour vibrant and vital business, entertainment and retail areas.
3. Development in the city centre is managed to accommodate growth and the greatest intensity of development in Auckland and New Zealand while respecting its valley and ridgeline form and waterfront setting.
4. The distinctive built form, scale, identified historic character and functions of particular areas within and adjoining the city centre are maintained and enhanced.
5. A hub of an integrated regional transport system is located within the city centre and the city centre is accessible by a range of transport modes.

Policies

Land use activities

1. Provide for a wide range and diverse mix of activities that enhance the vitality, vibrancy and amenity of the city centre including:
 - a. commercial and residential activities
 - 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.

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2. Enable a significant and diverse residential population to establish within a range of living environments and housing sizes.
3. Enable the most significant concentration of office activity in Auckland to locate in the city centre by providing an environment attractive to office workers, with a particular focus on the core central business district.
4. Provide for a wide range of retail activities throughout the city centre while maintaining and enhancing the vitality, vibrancy and amenity of core retail areas within the city centre and centres outside of the city centre. In particular:
 - a. enable small-scale, niche retail to occur throughout the city centre
 - b. encourage large department stores and integrated retail developments to locate within the core retail area
 - c. avoid large department stores and integrated retail developments locating outside the core retail area where they would adversely affect the amenity, vitality and viability of core retail areas within the city centre and/or centres outside of the city centre.
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. Enhance the waterfront as a major gateway to the city centre and Auckland.
7. Enable the efficient use and development of the Port of Auckland and identified marine and port activity areas.
8. Support the development of public transport, pedestrian and cycle networks and the ability to change transport modes.

Precincts

9. Identify and encourage specific outcomes in areas of the city centre that relate to:
 - 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.
10. Use framework plans to encourage comprehensive and integrated development of key development sites or precincts in the city centre.
11. Limit activities within the waterfront precincts that would have reverse sensitivity effects on established and future marine and port activities.
12. Limit activities within the residential and learning precincts that would adversely affect the amenity and character of those precincts.

Historic heritage and special character

13. Encourage the retention and conservation of the city centre's historic heritage and special character through development incentives.
14. Maintain and enhance the special 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 special character of the surrounding area, in particular by:
 - a. awarding transferable development rights where a special character building is protected in

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perpetuity and restored in accordance with an approved character plan

- b. requiring all development proposals for special character buildings to have considered adaptive re-use
- c. avoiding the demolition of special 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 context of the area and its development over time.

City form

- 15. Enable the tallest buildings and the greatest density of development to occur in the core central business district.
- 16. 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
 - b. protecting sunlight to identified public open spaces and view shafts
 - c. requiring the height and form of new buildings to respect its valley and ridgeline form of the city centre and the existing established or proposed character of precincts
 - d. managing the scale and form of buildings to avoid adverse dominance and/or amenity effects on streets and public open space.
- 17. Maximise light and outlook around buildings.
- 18. Encourage public amenities to be provided within developments where possible, including publicly accessible open space, works of art and through-site links.

Public realm

- 19. 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.
- 20. Require building frontages along identified public open spaces and streets to be designed in a way that provides a sense of intimacy, character and enclosure at street level.
- 21. 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.
- 22. Protect identified sightlines along streets and public open spaces from the city centre to the harbour, Rangitoto, the North Shore and identified sightlines along roads and public open spaces within the city centre to natural features and landmarks.
- 23. Enable high quality public open spaces along the waterfront that are accessible and provide spaces for recreational opportunities, facilities and events.

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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 that 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.

Buildings within the zone require resource consent to ensure that they are designed to a high standard, which enhance the quality of the centre's streets and public open spaces.

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 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 residential development 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
 - ii. avoid blank walls
 - iii. provide easily accessible pedestrian entrances.

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- 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. Encourage supermarkets and department stores within metropolitan centres by recognising:
 - a. the positive contribution these activities make to centre viability and function, and
 - b. designs that positively contribute to the streetscape and character of their surroundings, having regard to the functional requirements of these activities.

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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 towns of Helensville and Wellsford. 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.

There is a range of possible building heights depending on the context. Provisions typically enable buildings of between four and eight storeys, although there may be special circumstances where other building heights are appropriate. 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 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.

Buildings within the zone require resource consent in order to ensure that they are designed to a high standard that enhance 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 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, that:
 - 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 residential development 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. Require development to achieve a high standard of design.
5. 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:

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- 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:
 - i. maximise glazing
 - ii. erect frontages of sufficient height to frame the street
 - iii. provide weather protection to pedestrians.
6. Encourage supermarkets and department stores within town centres by recognising:
- a. the positive contribution these activities make to centre viability and function, and
 - b. designs that positively contribute to the streetscape and character of their surroundings, having regard to the functional requirements of these activities.

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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 smaller-scale supermarkets. The zone discourages single large-scale commercial activity that would prevent a mix of activities within the local centre. The expansion of local centres may be appropriate if it provides greater social and economic well-being benefits for the community. 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. Require development to achieve a high standard of design.
3. Enable residential activity above street level.
4. 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.
5. Provide for the outward expansion of local centres to better provide for community social and economic well-being, where expansion is suitable for growth in terms of strategic and local environmental effects.

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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. Require development to achieve a high standard of design.
3. Enable residential activity above street level.
4. 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.

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3.7 Mixed Use zone

Zone description

This zone is typically located around centres and along the rapid and frequent service network. 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 activity as well as predominantly smaller scale commercial activity that does not cumulatively affect the viability of centres. The zone does 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.

There is a range of possible building heights depending on the context. The standard zone height is four storeys. Greater height may be enabled in areas close to the city centre, metropolitan centres and larger town centres.

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 streets within the area and public open spaces.

Objectives

1. Moderate to high intensity 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 the rapid and frequent services network.
2. Activities within the zone do not detract from the vitality and viability of the City Centre, Metropolitan and Town Centre zones.
3. A mix of compatible residential and non-residential activities is encouraged.
4. Key retail streets are the focal point of pedestrian activity, with identified general commercial streets supporting this role.

Policies

1. Locate the Mixed Use zone in a limited number of suitable locations within a close walk of the City Centre, Metropolitan and Town Centre zones and rapid and frequent services network.
2. Limit larger retail and office activities and provide for a range of commercial activities:
 - a. that will not diminish the vitality and viability of the City Centre, Metropolitan and Town Centre zones
 - b. that are compatible with the role and function of any nearby Local Centre zones.
3. Enable the development of intensive residential activities.
4. Require development to achieve a high standard of design.
5. 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
 - ii. avoid blank walls

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- 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.
- 6. Development should not adversely effect the safe and efficient operation of the transport network.
- 7. Promote and manage development to a standard of amenity that:
 - a. recognises the moderate scale, intensity and diversity of business, social and cultural activities, as well as increases in residential densities provided in the zone and
 - b. avoids significant adverse effects on residents.

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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, large format retail and trade suppliers. Large format retail is preferred in centres but it is recognised that this is not always possible. These 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 exist 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 exist, where the adverse effects on amenity values and the environmental qualities at the interface with other zones are managed.

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 business activities, including light industry, large format retail, trade suppliers and small service 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 objectionable 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 design given the location of the zone close to centres and along growth corridors.
8. Manage development so that it does not adversely affect the safe and efficient operation of the transport network.

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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 the rapid and frequent services network.

The zone is designed to recognise existing business parks. 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 continue and limited opportunities exist for new business parks for office-based employment where they:
 - 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 to the rapid and frequent service network.
2. The establishment of retail activities is limited, except where these are accessory and support intensive employment activities undertaken within the zone.
3. Development is of high amenity value and is well connected 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 the rapid and frequent service network
 - 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. limit the permitted amount of office space so as not to adversely 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

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- 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.
- 5. Require that where development of a business park is staged, the different stages should be managed to enhance amenity values and the environment and maintain or reduce the impact on the transport network.
- 6. Manage the effects of activities within the zone so that the scale of development and level of environmental effects does not degrade the amenity of neighbouring zones.

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3.10 Light Industry zone

Zone description

This zone provides for light industrial activities that do not generate objectionable 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 for industrial activities 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, service stations, motor vehicle sales and garden centres.
4. Avoid:
 - a. office activities, except where they are accessory to the primary activity on-site
 - b. residential activities other than for persons whose duties require them to live on-site.
5. Require development that adjoins public open space or residential zones to maintain 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.

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3.11 Heavy Industry zone

Zone description

This zone provides for industrial activities that may produce objectionable 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. Heavy Industry zoned land, and activities that 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 inappropriate fragmentation of those sites 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 that results in the creation of small sites.
4. Require development that adjoins public open space or residential zones to maintain the amenity values of those places.
5. Manage development so that it does not adversely affect 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.

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4 Future Urban zone

Zone description

This zone is applied to land located on the periphery of existing urban areas within the RUB. The council has determined this land is suitable for future urban development, which will negate the need for urban development outside of the RUB. The Future Urban zone is a transitional zone which provides for the land to be used for rural activities until it is able to be developed for urban activities, via the structure plan and plan change process. A structure plan or plan change can be initiated by the council, an individual, group or partnership. The Structure Plan guidelines in [Appendix 1.1](#) set out what a structure plan needs to address.

Objectives

1. Rural activities and the functioning of the rural community continue until the land is rezoned to an urban zone.
2. Future urban development is not compromised by premature subdivision, use and development.
3. Structure planning determines future urban development form and timing.

Policies

1. Require a structure plan in accordance with the objectives and policies of the RPS - Development capacity and supply of land for urban development section and [Appendix 1.1](#) prior to the rezoning future urban zoned 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. require 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.

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5 Coastal zones

Introduction

The coastal marine area (CMA) applies to foreshore, seabed, water and air from mean high water springs (MHWS) to 12 nautical miles (territorial sea) (s. 2 RMA).

Determining Mean High Water Springs

The MHWS boundary has not been surveyed for Auckland, as it has a dynamic and varying location. The indicative coastline shown on the maps is an approximate representation of MHWS-10, which is the level equalled or exceeded by the largest 10 per cent of all high tides. Where the line crosses a river mouth and the CMA boundary has been defined by agreement between the council and Department of Conservation, the CMA boundary at river mouths is indicated on the maps and detailed in [Appendix 6.4](#).

As a jurisdictional boundary, the exact location of MHWS needs to be defined on a case-by-case basis. Where activities are close to the indicative coastline, a site-specific survey will be required to determine the location of MHWS and the actual CMA boundary. If a site-specific survey determines that MHWS is not located in the position shown on the maps, the zone of the adjacent land or CMA applies.

Management Framework

The CMA is managed through zone, precinct, overlay and bylaw provisions. The CMA zones are:

General Coastal Marine zone (CMA only)

This zone includes the majority of Auckland's CMA. It covers all of the CMA outside of the zones listed below.

Marina zone (land and CMA)

This zone provides for the development and operation of existing marinas. The Marina zone covers both land and CMA to enable integrated consideration of activities that cross MHWS.

Mooring zone (CMA only)

This zone contains objectives, policies and rules for moorings within a Mooring zone and has been established to provide for the mooring of vessels at strategic locations. By establishing mooring areas the Unitary Plan seeks to concentrate moorings in defined locations and avoid a proliferation of moorings throughout the CMA.

Minor Port zone (land and CMA)

This zone provides for the integrated and efficient operation of particular minor ports in the Auckland region. The Minor 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 zone (CMA only)

This zone provides for the integrated and efficient operation and development of existing ferry terminal facilities, and provisions for the development of new ferry terminal facilities.

The Ferry Terminal 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 zone (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).

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City Centre zone and 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.

Auckland Airport sub-precinct coastal (CMA only)

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

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5.1 General Coastal Marine zone

Zone description

The General Coastal Marine zone (GCM zone) comprises the majority of the coast, and includes the CMA that lies outside of the Marina, Mooring, Minor port, Ferry terminal, Defence or City Centre zones, and is not in a precinct.

The objectives, policies and rules of the GCM zone apply to all zones and precincts unless otherwise provided for in the zone or precinct. If an overlay applies to the area where an activity is proposed, the provisions of the overlay will also apply, including any overlay rule that applies to the activity.

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

- Enabling appropriate use and development of the CMAs natural and physical resources to provide for our social and economic well-being.
- Protecting natural character and landscape values and natural features.
- Maintaining water quality and the life-supporting capacity of the marine environment.
- Protecting significant ecological values.
- Protecting historic heritage values.
- Providing for Mana Whenua values in accordance with tikanga Māori.
- Maintaining and enhancing public access, open space, recreational use and amenity values.
- Avoiding and protecting development from coastal hazard risks.

Objectives and policies

The objectives and policies that apply to the management of the GCM zone are:

- Those that apply below MHWS in the parts of the plan relating to; historic heritage, natural heritage (natural character, outstanding natural landscapes and outstanding natural features and biodiversity), Mana whenua values, sustainably managing the coastal environment, natural hazards, and responding to climate change
- The objectives and policies relating to activities and use and development in the CMA.

Some parts of the GCM zone have particular significant use or values that are mapped in overlays or precincts. Some overlays cross both land and sea areas. The overlays that apply below MHWS and to parts of the GCM zone are:

- Natural Heritage - Outstanding Natural Landscapes and Outstanding Natural Features
- Outstanding Natural Character and High Natural Character
- Volcanic viewshafts
- Significant Ecological Areas - Marine 1 and 2
- Historic Heritage – historic heritage place and sites of significance to Mana Whenua

In addition to the above, the Auckland-wide provisions for temporary activities, noise, signs and vehicles on beaches also apply to activities in the GCM zone. Discharges to the CMA from stormwater and wastewater are provided for in Auckland-wide objectives, policies and rules.

Activities in the CMA also need to comply with the Auckland Council Navigation Safety Bylaw 2008 and the

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Resource Management (Marine Pollution) Regulations 1998. Some activities such as moorings require a permit from the council's Harbourmaster's office. Other council bylaws control activities on beaches, such as dogs, vehicles and temporary events.

Any sites or places of significance to Mana Whenua that are identified prior to, or discovered during use and development in the CMA, must comply with [clause 2.5](#) of the General Provisions.

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Activities in the CMA

5.1.1 Drainage, reclamation and declamation

Background

Large areas of Auckland's coast have been reclaimed and/or drained in the past in order to enable the development of the port and airport, provide land areas adjacent to marinas, and to construct roads and create farmland.

Reclamation and drainage in the CMA may sometimes be necessary to enable activities that have a functional need to locate on the coast and to provide for significant infrastructure and marine related activities. The repair and upgrade of existing reclamations and seawalls may also be necessary. However reclamation and drainage can have potentially significant and often irreversible adverse effects on natural character, coastal processes, habitats and ecosystems.

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

[rcp]

1. The adverse environmental effects of reclamation, drainage or declamation on the CMA are avoided, remedied, or mitigated.
2. The natural character, ecological values and natural coastal processes of the CMA are not adversely affected by inappropriate reclamation, drainage or declamation.
3. Public access, amenity and Mana Whenua values are not adversely affected by inappropriate reclamation, drainage or declamation.

Policies

[rcp]

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 or drainage is necessary to enable the construction and/or efficient operation of infrastructure, including but not limited to, ports, marinas, airports, roads, pipelines, electricity transmission, railways, ferry terminals, and electricity generation, where they comply with other relevant policies
 - c. there are no reasonably practicable alternative methods of providing for the activity, including locating it on land outside the CMA
 - d. efficient use will be made of the CMA by using the minimum area necessary to provide for the proposed use, or to enable drainage
 - e. a scheduled historic heritage place or a site or place of significance to Mana Whenua is not adversely affected
 - f. significant adverse effects (including cumulative effects) on the GCM zone are avoided.
2. Provide for reclamation and works that are necessary to enable the repair and upgrade of existing

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reclamations and seawalls.

3. Require proposals for reclamation to mitigate effects through the form and design of reclamation as far as practicable, taking into account:
 - a. the shape of the reclamation, and the extent to which the materials used are visually compatible with the adjoining coast
 - b. the ability to avoid consequential changes to coastal processes, including erosion and accretion.
4. Require the design of reclamations to take into account the potential effects of climate change, including sea level rise, over 100 years.
5. Maintain and where possible enhance public access to and along the CMA to the extent practicable in providing for reclamation, declamation and drainage, having regard to:
 - a. the purpose and proposed use of the area
 - b. whether a restriction on public access is necessary for public health, safety or operational reasons
 - c. the ability to remedy or mitigate any loss of public access.
6. 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.
7. Avoid using contaminated materials in reclamation, unless any contaminants are contained in a way that will result in no more than minor adverse effects on water quality, aquatic ecosystems and indigenous biodiversity in the CMA.
8. Assess whether authorising past unlawful reclamation or drainage in the CMA is appropriate having regard to:
 - a. the extent of social or economic benefit provided to the public, including whether it is necessary to enable the operation of infrastructure
 - b. whether there will be more significant adverse effects resulting from the works required to restore the area than from retaining the reclamation or drained area
 - c. the extent to which the removal of the reclamation or reinstatement of the drained area is practicable.
9. Provide for the declamation of reclaimed land where it would:
 - a. restore the natural character and resources of the CMA, or
 - b. provide for better public access or greater open water space, or
 - c. provide for the efficient operation of nationally and regionally significant infrastructure.

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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 that is deposited
- the level of contamination
- the method of disposal
- the characteristics of the disposal site.

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

The Hauraki Gulf Marine Park Act 2000 requires that the Hauraki Gulf is managed to protect, and where appropriate, enhance the life-supporting capacity of the environment of the Gulf. The disposal of material can have significant adverse effects on natural values and should be avoided within the Hauraki Gulf Marine Park.

Objectives

[rcp]

1. The depositing of material is undertaken in appropriate locations to provide for public benefit, erosion control or habitat enhancement.
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 not adversely affected by the disposal of material in the CMA.

Policies

[rcp]

1. Provide for the depositing of material on the foreshore and seabed for beach nourishment where:
 - a. it is free of waste and contaminants and the material has similar physical characteristics to the sediments at the location it will be deposited
 - b. it will have environmental, scientific, cultural, amenity or social benefits, or is for erosion control
 - c. the adverse environment effects of depositing the 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. Provide for the depositing of contaminated material in an approved reclamation where any contaminants are contained in a way that will result in no more than minor adverse effects on water quality, aquatic ecosystems and indigenous biodiversity in the CMA.
3. Avoid the disposal of material in the Hauraki Gulf Marine Park.
4. Avoid the disposal of material in the CMA where it will have adverse effects on:
 - a. areas identified as having significant value
 - b. scheduled historic heritage places or sites and places of significance to Mana Whenua.

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5. 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.
6. 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 Resource Management (Marine Pollution) Regulations 1998.
7. 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 Resource Management (Marine Pollution) Regulations 1998, 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.
8. 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.
9. 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.
10. 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

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- b. other established activities, including recreational use
- c. water quality, including any contributing factors which may lead to or promote algal blooms.

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5.1.3 Dredging

Background

Dredging may be necessary to enable the on-going use of areas by existing activities, for example to maintain adequate water depth in navigation channels and around structures to enable the ongoing safe vessel movement and access for port or marina activities. 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, stormwater systems and other infrastructure
- maintain or restore areas for recreational use and navigation, including through the removal of Pacific oyster reefs.

Dredging, and the disposal of dredged material, can have adverse environmental effects, particularly on water quality, and these need to be minimised. New development that requires water access should be located in areas that will minimise the need for dredging or channel clearance to maintain adequate water depth, both for the initial development and in the ongoing use of the facility.

Objectives

[rcp]

1. The adverse environmental effects on the CMA from dredging are avoided, remedied, or mitigated.
2. Adequate water depth is maintained, particularly in navigation channels and around structures, to ensure safe navigation and use of the CMA.
3. The safe and efficient operation of significant infrastructure is enabled, including through undertaking dredging where necessary.
4. The risk of flooding or erosion, including from channels, river-mouths or drainage systems, is minimised.
5. New use and development that requires water access is located and designed to minimise the need for dredging.

Policies

[rcp]

1. Enable dredging within navigational channels and the Minor Port, Defence, Ferry Terminal, Marina zones and the City Centre waterfront precincts, to provide for their ongoing use.
2. Enable dredging to be undertaken to maintain the safe and efficient operation of significant infrastructure and minimise the risk of flooding and erosion, including dredging that is necessary for:
 - a. clearing, cutting or realigning stream or river mouths or watercourses for drainage purposes
 - b. clearing the exit of any lawful stormwater 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. Provide for dredging that is necessary to maintain navigation and enable safe recreational use, including dredging for the removal of Pacific oyster reefs.
4. Require dredging in the GCM zone 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.
5. Control dredging activities so that they do not:
 - a. cause or exacerbate erosion within the CMA or on adjacent land

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- 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 a scheduled historic heritage place or scheduled sites and places of significance to Mana Whenua.
6. Require best practice methods and procedures to be used for the dredging of contaminated sediments, and for sediment or contaminant mobilisation and dispersal to be minimised.
 7. Require the development or redevelopment of marinas, wharves, piers and berths, outside of the Minor Port, Defence, Ferry Terminal and the City Centre waterfront precincts, to be designed and located to minimise the need for dredging.
 8. Require proposals for dredging to demonstrate that:
 - a. there are no reasonably practicable alternatives to provide for a use or 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.

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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
- the mauri of the coast.

Visual, natural character and amenity values can also be adversely affected by significant disturbance of the foreshore. The extent of effects will often vary, depending on the nature of the foreshore and seabed. Soft muddy shores are more likely to be significantly impacted by disturbance of the foreshore than sandy or harder substrate areas. The extent of vegetation and the ecological values of an area will also influence the significance of effects from disturbance.

A number of activities, including recreation and general use of the CMA, result in some minor and short term disturbance of the foreshore and seabed that can usually be restored through natural tide and wave action. Construction or installation works associated with structures may also only result in a minor level of disturbance to the foreshore and seabed that will result in only short-term effects.

Objectives

[rcp]

1. Use and development in the CMA that has only short-term and minor impacts on the foreshore and seabed is enabled.
2. Activities that involve more than a minor level of disturbance to the foreshore and seabed are managed to avoid, remedy or mitigate adverse effects on natural character, ecological values, coastal processes, historic heritage and Mana Whenua values.

Policies

[rcp]

1. Enable recreational use and development in the CMA that results in a minor level of disturbance to the foreshore and seabed, or that can be remedied by wave and tidal processes.
2. Provide for the disturbance of the foreshore and seabed, outside areas identified as having significant values, where there is no practicable alternative, and the disturbance is necessary to provide for:
 - a. infrastructure or drainage systems in appropriate locations
 - b. the operation, maintenance and use of existing lawful structures, or infrastructure
 - c. the safe and efficient functioning of drainage systems
 - d. public health and safety.
3. Provide for the disturbance of the foreshore or seabed that is necessary to protect, maintain or enhance historic heritage or Mana Whenua values, 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

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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 and Mana Wheunua values.
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. Require the foreshore or seabed to be reinstated upon completion of works, where practicable, to be in keeping with the natural character and visual amenity of the area.

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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.

Extraction is currently undertaken to remove sand and shell from subtidal areas, offshore from Pakiri on the east coast, and at Taporā in the Kaipara Harbour on the west coast, from the CMA in Auckland.

The exploration, prospecting and mining of some minerals, such as black iron sand, is controlled by the Crown under the Crown Minerals Act 1991. The council, under the RMA, has the responsibility of managing the environmental effects of any mining activity.

The effects associated with mineral extraction from the CMA depend on the location, techniques used, the 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, and that it is difficult in many cases to determine an accurate sediment budget

Objective

[rcp]

1. The extraction of minerals, sand, shingle, shell and other natural material occurs in a sustainable manner that does not have significant adverse effects on the CMA or near-shore environments.

Policies

[rcp]

1. Provide for the sustainable extraction of minerals, sand, shingle, shell and other natural material from appropriate areas, having regard to the values of the area and the natural rate of sediment being deposited over sediment lost from the area where extraction is proposed.
2. Adopt a precautionary approach to applications for extraction within the CMA, which may include using an adaptive management approach in terms of:
 - a. staging the operation
 - b. the location of the activity
 - c. the maximum volume of minerals, sand, shingle, shell and other natural material to be extracted
 - d. the term of consent
 - e. environmental monitoring.
3. Require applications for mineral extraction to identify the significance of adverse effects, and the extent to which they can be avoided, remedied or mitigated, on:
 - a. marine and coastal vegetation
 - b. marine and coastal fauna, including feeding, spawning and migratory patterns, bird roosting and nesting, fish and shellfish
 - c. water quality, including from sediment, turbidity or contaminants
 - d. habitats of a rare or endangered species
 - e. dune stability and coastal erosion
 - f. changes to the bathymetry, foreshore contours, sediment particle size or physical coastal processes
 - g. the values of significant surf-breaks identified in [Appendix 6.3](#)

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- h. recreation and amenity values of the area
 - i. established lawful activities in the area
 - j. Mana Whenua values.
4. Require applications for mineral extraction in the CMA to include the measures to manage any adverse effects, including remediation and mitigation measures.

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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 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

[rcp]

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. The removal of mangroves is enabled 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.

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6. Mana Whenua values, mātauranga and tikanga are recognised and reflected in mangrove management.

Policies

[rcp]

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. scheduled historic heritage places 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.
6. Provide for mangrove removal where the proposed removal is in general accordance with a reserve management plan, comprehensive coastal management plan, or similar plan that has been subject to a statutory consultation process where the potential adverse effects have been considered.
7. 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

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- 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.
8. Avoid the burning of removed mangroves as the method of disposal in the CMA.
 9. Encourage a coordinated approach to mangrove management where there are multiple proposals for mangrove removal within the same coastal receiving environment, rohe, local board area, or coastal cell, so that they are considered in an integrated manner and within a single resource consent application.
 10. Encourage the identification of Mana Whenua values associated with mangroves and the CMA, and assessment of the effects of mangrove removal on these values and to incorporate Mātauranga and tikanga in the management of mangroves.

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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. The removal of exotic species needs to be carefully managed as it is often difficult and the removal process can increase the risk of their spreading.

Pacific oysters are an exotic species that are valued for aquaculture, but that have also spread through large parts of the coast resulting in the displacement of the native oyster and causing significant adverse effects on recreational use and amenity values.

In some areas, including the Manukau Harbour, Pacific oysters have built up into reefs that limit the ability for people to safely use areas for boating, wind-surfing and other activities. The removal of these often substantial reefs will require dredging or other mechanical means.

The accumulation of Pacific oysters and oyster shell along beaches also significantly detracts from their recreational use and amenity value. Community groups around Auckland often undertake Pacific oyster shell removal projects to help restore beaches for recreational use.

Objectives

[rcp]

1. Exotic species are managed so that indigenous biodiversity, public access and amenity values are restored, maintained or enhanced.
2. The adverse effects and risks associated with the removal of exotic species are minimised.
3. Pacific oyster reefs and shell are managed so that the recreational use and amenity values of the coast are maintained.

Policies

[rcp]

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. Provide for the removal of Pacific oyster reefs and shell where:
 - a. they are restricting access, navigation, recreational use and detracting from the amenity value of an area, or
 - b. they are having an adverse effect on ecological values, and
 - c. the removal method minimises adverse effects to the extent practicable, and
 - d. the removal method will have only minor effects on areas identified as a significant ecological value, and
 - e. appropriate provision is made for the disposal of dredged material or removed shell.

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

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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.

Objective

[rcp]

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

Policies

[rcp]

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. Promote the use of native plants sourced from the same ecological district for planting in the CMA unless:
 - a. this is not possible
 - b. any adverse effects, including cumulative effects, on local native plants can be avoided or mitigated.
4. Promote planting in the CMA 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 changes to natural coastal processes, unless the planting is for the purpose of mitigating a coastal hazard.

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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

[rcp]

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

Policies

[rcp]

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 using 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 necessary to enable the construction, operation or maintenance of significant infrastructure
 - d. it is for habitat protection
 - e. the positive effects on the environment are sufficient to mitigate the adverse effects
 - f. there are no adverse cumulative effects.

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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 with high recreational or ecological values, for example high use beaches, 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 (BPO) 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 Water 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 council will work collaboratively to identify additional coastal water quality indicators and guideline values to complement the existing sediment quality threshold effects levels. This will help improve the evaluation of different discharge options through the resource consent process. This will be an interim measure as implementation of the National Policy Statement Freshwater Management 2011 and marine spatial planning is likely to result in additional measures to safeguard the values of coastal receiving environments.

The effects of contaminant discharges on the CMA are not well understood, but as more is learned about them, priority will be given to managing the contaminants and sources 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.

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Objectives

[rcp]

1. Water and sediment quality in the CMA is 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. The life-supporting capacity and natural resources, including kaimoana, of the Hauraki Gulf, are protected and, where appropriate, enhanced.
4. Stormwater and wastewater networks protect public health and safety and manage the adverse effects of contaminants on coastal water quality.
5. Wastewater and stormwater discharges are managed to minimise and reduce adverse effects on the CMA, recognising that the cost of removing or relocating infrastructure is high.
6. Other discharges, including those from boats and land, are managed to minimise adverse effects on coastal water quality and ecosystems.
7. The quantity of litter entering coastal water is reduced.

Policies

[rcp]

1. Allow discharges that are consistent with the best practicable option (BPO) approach 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 BPO 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 areas identified as having significant ecological value
 - 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 would result in the volume and level of contamination being reduced to the greatest extent practicable
 - g. the discharge after reasonable mixing results in 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

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- 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 BPO
 - 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. 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, or that are used for fishing or shellfish gathering
 - ii. areas of maintenance dredging
 - iii. commercial or residential waterfront development.
6. Minimise, to the extent practicable, the discharge of contaminants in areas that require maintenance dredging.
7. Reduce the amount of litter entering coastal waters, and mitigate the effects of litter disposal, 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. providing litter disposal facilities in appropriate locations, and providing advice 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 BPO 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 infrastructure to meet the economic and social needs of people and communities, taking into account:
- a. the practicability of upgrading the part of the infrastructure at issue, taking into consideration the state of the infrastructure and the costs of upgrading option
 - b. public health priorities

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- 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 BPO framework, having regard to:
- a. policies 3.1.3.16.1.1 to 3.1.3.16.1.4 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 Technical Publication 168, Blueprint for Monitoring Urban Receiving Environments.
- 12. Encourage the source control of contaminants as a method to prevent or minimise their entry into the receiving environment from sites where source contaminant control devices and methods can practicably be maintained on an ongoing basis.

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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

[rcp]

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

[rcp]

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.

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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.

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

[rcp]

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

[rcp]

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.

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5.1.13 Use, development and occupation in the CMA

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 exclusion is required for public health and safety or operational purposes, or where rights to exclusively occupy part of the CMA are provided for.

The granting of occupation rights apply to those parts of the CMA that form part of the 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 in the CMCA can enhance our social, cultural and economic well-being. Rights of exclusive use, and/or restricting public access, may be necessary to enable the operation and safe operation of some activities. At the same time the need to exclude the public has to be demonstrated as necessary, and where practicable any loss of public access and use must be mitigated.

The finite resources of the coast and its public access and open space values require that use and occupation of the CMCA should be by activities that have a functional need to be located below MHWS.

In some parts of the CMCA, such as the waterfront and at ferry terminals, non-marine activities on wharves or structures, including cafes and restaurants, add to the atmosphere and amenity value of the area. In these areas non-marine related activities are appropriate as they complement the intended use and function of the area, and the necessary land-based infrastructure can be provided.

Outside of areas where non-marine related activities are provided for, use and development in the CMCA that does not have a functional need to be located below MHWS should be avoided. If such use and development is proposed it needs to be assessed through a process that enables public input and takes into account the impacts on the use and values of both the land and sea. The appropriate provision of land-based infrastructure also needs to be assessed.

The preferred approach for assessing use and development that affects both land and sea, including 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. It also enables the development of a set of rules to permit or control various elements of a proposed use.

In some circumstances the council may impose a charge for occupation of the CMCA. The RMA requires that the council either includes a statement that a charging regime will not apply, or includes a regime for coastal occupation in the Unitary Plan, or in the first plan change after 1 October 2014. The council has chosen not to include a charging regime at this time, but will consider whether to do so after the Unitary Plan is made operative.

Objectives

[rcp]

1. The high public value of the coast as an open space area with free public access is retained while occupation of parts of the CMCA by use and development is provided for.
2. Occupation rights are granted in appropriate locations for use and development that has a functional need to be located in the CMCA, and where public access needs to be restricted or excluded for operational or safety reasons.
3. Efficient use is made of coastal resources by consolidating use and development that has a functional

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need to be located within the CMCA within appropriate areas, where practicable.

4. Activities that do not have a functional need to be undertaken in the CMA are provided for within zones or precincts where they are consistent with the use and value of the area, including the adjacent land area, and do not compromise natural character, ecological, public access, Mana Whenua, historic heritage, or amenity values.
5. Activities that do not have a functional need to be undertaken in the CMA do not limit the use of areas for marine activities or result in adverse cumulative effects.
6. Use and development in the CMCA is supported by all necessary land-based access and infrastructure.
7. Short-term occupation that restricts public access for a limited period to enable special events and activities to be undertaken in the CMCA is allowed.
8. Loss of public access and use as a result of exclusive occupation is minimised, and mitigation is provided where practicable.

Policies

[rcp]

1. Avoid granting rights of exclusive occupation in areas with high public use and where it will have a significant adverse effect on public access and recreational use of the CMCA.
2. Enable exclusive occupation where it will enable the most efficient use of space by activities that have a functional need to be located in the CMCA, including activities provided for in zones.
3. Enable occupation of the CMCA to provide for use and development that:
 - a. has a functional need to be in the CMCA and to restrict public access, or
 - b. is necessary to provide for the cultural and traditional needs of Mana Whenua (as provided for under Marine and Coastal Area (Takutai Moana) Act 2011) and
 - c. will not compromise or limit the operation of existing activities that have occupation rights within the CMCA.
4. Allow for temporary occupation of CMCA by structures or activities associated with events or temporary activities, while minimising adverse effects on public access and safety.
5. Limit the time that vessels can anchor in one position and occupy water space within the GCM zone, other than is necessary for navigational safety, accident or emergency reasons.
6. Provide for use and occupation of the CMCA by activities that do not have a functional need to be undertaken below MHWS in zones or precincts where the proposed use:
 - a. is consistent with the objectives and policies for the area
 - b. will enhance amenity values and not conflict with marine activities
 - c. the necessary land-based infrastructure can be provided.
7. Avoid use and occupation of the CMCA by activities that do not have a functional need to be undertaken below MHWS, including houseboats, where they have may have adverse effects on:
 - a. the existing use, character and value of the area
 - b. public access, recreational use and amenity values
 - c. natural character and scenic values, from both land and sea
 - d. water quality and ecological values
 - e. coastal processes including erosion

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- f. other lawfully established use and development in the CMA or on adjoining land
 - g. the anticipated future use of the area for marine activities
 - h. Mana Whenua or historic heritage values.
8. Require a public consultative and integrated assessment across land and the CMA, including an evaluation of alternatives, costs and benefits, to determine appropriate areas for houseboats, and for major development proposals in the CMA, including new marinas to:
- a. enable public participation in determining that the proposed use and development is appropriate for the area
 - b. ensure that both land and sea aspects are assessed in an integrated manner
 - c. ensure that all necessary land-based infrastructure can be provided
 - d. concentrate activities within appropriate areas.
9. Consider use and development to provide for a new Marina zone to be generally appropriate in locations:
- a. where the natural character of the coastal environment has already been substantially modified
 - b. where there is an existing water-based transport or recreation function, such as existing ferry services, and the addition of a marina consolidates 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.
10. Require any proposed use and development for activities in the CMCA to demonstrate that any necessary land-based access and infrastructure can be appropriately provided for.
11. Require, where practicable, that the loss of public access and recreational use as a result of exclusive occupation rights be mitigated.
12. Determine the appropriate duration 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.

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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. The continued availability of fresh locally produced seafood is an important asset for Aucklanders' way of life.

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 holds great potential for Mana Whenua as a business opportunity, and as a way to provide for manaakitanga through non-commercial marae-based marine farming. The equivalent of 20 per cent of new aquaculture space will be provided for settlement purposes pursuant to the Māori Commercial Aquaculture Claims Settlement Act 2004 to relevant iwi recognised under the Māori Fisheries Act 2004.

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

[rcp]

1. The cultural, social and economic benefits of aquaculture are recognised, and aquaculture is developed in appropriate locations that avoid, or where appropriate minimise, conflicts with other uses and values of the CMA.
2. Established aquaculture is not compromised by other uses or activities that degrade water quality.
3. Aquaculture activities are managed to minimise the risk of introducing or spreading harmful aquatic organisms.

Policies

[rcp]

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, unless it can be demonstrated that staged development is not a practicable option.

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3. Require that structures used for aquaculture, or the introduction or relocation of equipment or stock, be managed to avoid the release or spread of harmful aquatic organisms.
4. Require that aquaculture activities be located and designed to avoid adverse effects on:
 - a. Significant Ecological Areas–Marine 1
 - b. Outstanding Natural Character Areas
 - c. Outstanding Natural features
 - d. Outstanding Natural Landscapes
 - e. Scheduled historic heritage places or scheduled sites and places of significance to Mana Whenua.
5. Require that aquaculture activities be designed and located to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects on:
 - a. Significant Ecological Areas–Marine 2
 - b. High Natural Character areas
 - c. Mooring zones
 - d. safe navigation routes and anchorages
 - e. areas with high recreational use or amenity value
 - f. public access, particularly to highly used areas.
6. 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 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).
7. Require land-based facilities and infrastructure associated with new aquaculture activities to be provided for in an integrated manner.
8. 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.
9. 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.
10. Avoid the significant expansion of aquaculture in the Mahurangi Harbour.

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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 practicable, taking into account the purpose and use of the structure.

The growth of Auckland and 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 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

[rcp]

1. Structures are limited to those that have a functional 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 or functional requirements, provide for public access and multiple-use where practicable.
3. Structures are appropriately located and designed to minimise adverse effects on the ecological, natural character, landscape, natural features, historic heritage and Mana Whenua values of the CMA, and 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

[rcp]

Efficient use of coastal space

1. Limit structures to:
 - a. those that have a functional 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
 - c. those that are necessary to provide access to property where there are no practicable land-based access options, and there is no existing structure in close proximity that could provide reasonable access
 - d. locations where the purpose and frequency of use warrants the proposed structure, and an alternative that would have lesser effects is not a practicable option.
2. Avoid adverse cumulative impacts from structures in the GCM zone, taking into account the number and cumulative effects of structures both in the context of the proposed location and the wider surrounding area.
3. Limit the impacts from structures associated with infrastructure by:

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- a. requiring an assessment of any practicable alternative sites, routes or designs, including land-based alternatives, to demonstrate that the chosen option is the most appropriate and that the adverse effects will be avoided to the extent practicable, and will otherwise be remedied or mitigated
 - b. concentrating infrastructure structures, including pipelines, cables and transmission structures, in locations where similar, or other infrastructure, already exists where reasonably practicable
 - c. ensuring that where practicable cables and transmission structures are located beneath the seabed to avoid the need for anchoring or fishing restrictions
 - d. encouraging structures for infrastructure to be multifunctional where reasonably practicable.
4. Enable the maintenance, repair, and upgrade of existing lawful structures to comply with applicable standards and codes.
 5. 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

6. 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.
7. Require structures in the GCM zone to be located to minimise:
 - a. impacts on other coastal uses, including activities provided for in zones or resource consents
 - b. adverse effects on recreational use, including popular anchorage areas
 - c. public access to and along the CMA
 - d. visual impacts, particularly in areas sensitive to effects such as headlands or the outer edges of enclosed bays, as seen from both land and water
 - e. the size of the structure, including by wharves and jetties providing for partial rather than all-tide access, unless this is not a practicable option given the function and frequency of use
 - f. the risk of being affected by coastal hazards including sea level rise
 - g. the need for dredging, including on-going dredging to maintain water access
 - h. adverse effects on scheduled sites and places of significance to Mana Whenua.
8. Require structures to be designed to:
 - a. be the minimum size necessary to provide for the proposed use
 - b. be multi-purpose where practicable and where it will not conflict with operational or safety requirements
 - 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

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- e. take into account dynamic coastal processes, including the expected effects of climate change and sea level rise.
- 9. 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.
- 10. 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

- 11. Enable structures in appropriate locations where the structure is to provide, or enhance:
 - a. public access, use or amenity values, including artworks in the CMA
 - b. 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.
- 12. 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.

Foreshore protection works – hard protection structures

- 13. Avoid a proliferation of hard protection structures in the CMA by requiring:
 - a. hard protection structures to be located landward of MHWS where practicable, particularly if the structure is for the purpose of protecting private assets
 - b. 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
 - c. evidence to demonstrate that the options of non-intervention, managed retreat, abandonment or relocation of any landward development or structures are not practicable
 - d. 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 soft engineering works.
- 14. Avoid hard protection structures that are likely to result in:
 - a. undermining of the foundations at the base of the structure
 - b. erosion behind or around the ends of the structure
 - c. settlement or loss of foundation material
 - d. movement or dislodgement of individual structural components
 - e. the failure of the coastal protection structure should overtopping by seawater occur
 - f. piping or hydraulic pumping of fine material or backfill
 - g. offshore or long-shore loss of sediment from the immediate vicinity
 - h. any increase in the coastal hazard posed to the coastline elsewhere.
- 15. Require the design and location of hard protection structures to:
 - a. minimise adverse effects on natural character and amenity values
 - b. avoid restricting public access to or along the CMA

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- c. take into account dynamic coastal processes, including the effects of climate change, sea level rise, assessed at least over a 100 year timeframe, including the potential for inundation or for the CMA to advance inland.
16. Encourage a comprehensive and integrated land-sea management approach to be taken in considering new foreshore protection works, including:
- a. the erosion effects from any on-site stormwater discharges
 - b. whether the discharge method is lawful and the most appropriate option
 - c. the extent that the hazard risk is being increased as a result of the location and method of stormwater discharges or drainage.
17. Require consideration to be given to any relevant management strategy, strategic plan or hazard risk assessment relating to the area where foreshore protection works are proposed.

Ensuring integrated management between land and sea

18. Require applications for structures in the CMA to:
- a. demonstrate that any landward component, development, or use of land-based infrastructure or facilities can be appropriately provided for
 - b. apply for all land-based and coastal resource consents required at the same time.
19. 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

20. Enable structures required to ensure safe navigation, or for health and safety purposes.
21. Ensure that structures in the CMA do not pose a risk to navigation or to public health and safety by:
- a. requiring structures to be maintained to an appropriate standard
 - b. requiring structures to be appropriately located and lit
 - c. enabling the removal of structures, where they are no longer functional or required, or have been abandoned.
22. Enable the removal of unlawful, abandoned, unsafe and redundant structures where the structure has been assessed as:
- a. not being a scheduled historic heritage place
 - b. a potential risk to navigation or public health and safety
 - c. restricting public access and use of the area
 - d. having an adverse affect on the natural character or visual amenity of the area
 - e. having an adverse effect on coastal processes or ecological values
 - f. having poor structural integrity
 - g. likely to result in anchoring or fishing restrictions if it remained in the CMA.

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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

[rcp]

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

Policies

[rcp]

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

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5.1.17 Underwater noise from dredging, mineral exploration and extraction

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. The impact of noise from activities in the CMA on adjoining land is provided for in the Auckland- wide provisions of the plan.

Underwater noise can have an adverse effect on a range of marine animals that rely on sound to communicate, navigate, hunt and mate. Chronic noise can cause threshold shifts in sensitivity to sound, and higher levels of sound can permanently damage or even kill some species.

Underwater noise has largely been overlooked in the past as a potential source of adverse effect to marine fauna, as well as to people working underwater. While limits on underwater noise generated by ships and vessels needs to be regulated at a national level, significant noise from underwater construction activities, such as blasting or piling, can be managed to address effects on marine fauna and people.

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

[rcp]

1. Underwater noise from construction, dredging, mineral exploration and extraction activities is managed to maintain the health and well-being of marine fauna, and the health and amenity value of users of the coastal environment.

Policies

[rcp]

1. Require underwater activities in the CMA to:
 - a. comply with the underwater noise controls specified in the Unitary Plan
 - b. adopt the best practicable option where noise standards are not specified
 - c. manage noise from underwater activities so they do not exceed a reasonable level.
2. Assess the following matters for activities that require a resource consent:
 - a. the health and well-being of marine fauna and people from the noise associated with the proposal
 - b. the practicality of being able to control the noise levels
 - c. the extent to which any social and economic benefits to the community offset the impact of noise associated with the proposal
 - d. the extent to which the effects of the noise will be mitigated.
3. Require activities in the CMA to be undertaken in a manner that avoids or mitigates the adverse effects of noise as far as practicable.

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5.2 Marina zone

Zone description

Marinas provide an efficient use of coastal space to moor vessels, for easy and safe boat access and launching, and enhanced amenity for boat users through associated facilities, events 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. Additional development controls for some marinas are set out in a precinct plan. Where there is any conflict, the provisions of the precinct plan will override the provisions within the zone.

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
12. Hobsonville Point.

Objectives

[rcp/dp]

1. Marina activities are located within a Marina zone, which encompasses the CMA and any adjoining land used for marina-related activity.
2. Marina facilities are used, developed, maintained, refurbished, reconstructed, and berthage maximised while avoiding, remedying or mitigating adverse effects on the coastal environment.
3. The management and assessment of marina development and redevelopment is integrated.
4. Activities that have a functional requirement for a coastal location are prioritised in Marina zones.
5. Access to the waterfront for berth holders and the public is preserved or enhanced.

Policies

[rcp/dp]

1. Provide for use, development, repair, maintenance, refurbishment, and reconstruction in existing marinas that avoids, remedies or mitigates adverse effects on the coastal environment, including adjacent land zoned for residential or open space purposes.
2. Encourage and provide for marine-related and other compatible business activities, while protecting the

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amenities of adjacent residential and open space zoned land.

3. Provide for existing ferry terminal facilities and operations at Half Moon Bay, Bayswater, Pine Harbour, Gulf Harbour and West Harbour marinas.
4. 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.
5. 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. historic heritage and Mana Whenua values
 - g. land-based facilities including parking, access and the adjoining road network
 - h. the provision of public access.
6. Minimise, as far as practicable, any reclamation required for creating marina facilities.
7. Minimise, as far as practicable, the size of any wave attenuation devices associated with a marina development.
8. 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 historic heritage or Mana Whenua values
 - 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 depositing, 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

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- 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 and trailer 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.
9. Provide for public access to be restricted where it is necessary for public health, safety or operational reasons.
10. 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 for other users such as windsurfers, kayakers and kite boarders.
11. Require a precinct plan to be prepared where substantial redevelopment, or change of use is proposed within a Marina zone.
12. Allow activities that do not have a functional need for a coastal location, such as residential and general retail, to form part of a precinct plan 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 that are undertaken in the Marina zone
 - 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.

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5.3 Mooring zone

Zone description

Auckland has a large number of recreational vessels, and the number is likely to increase as Auckland's population grows. Recreational boating is a popular activity in Auckland, particularly in the Hauraki Gulf, and the mooring of vessels needs to be provided for in appropriate locations.

Many recreational vessels are permanently stored in the CMA, either in marinas or on moorings. While moorings enable recreational use of the CMA, individual moorings and groups of moored vessels can have adverse effects on the environment, particularly on natural character, landscape, visual and amenity values. Leaching from boat hulls can have adverse effects on water quality and ecological values.

Moorings can affect other recreational use of the CMA, including limiting the water space available for vessels to anchor at popular boating destinations. Moorings can also limit the areas where vessels can anchor to shelter from bad weather.

To consolidate moorings in appropriate areas a number of Mooring zones have been identified around Auckland's coast. Most Mooring zones are within the Hauraki Gulf, reflecting the high recreational boat use of the Gulf. Enabling the mooring of vessels within a Mooring zone ensures the efficient use of the coast by:

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

Note: The day-to-day management of moorings within a Mooring zone is managed by the Harbourmaster's office with reference to the Navigation Safety bylaw.

Objectives

[rcp]

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 mooring space within a Mooring zone is maximised.
3. The use of a Mooring zone is enhanced by the provision of land-based facilities in appropriate locations.

Policies

[rcp]

1. Avoid moorings or Mooring zones being located:
 - a. within Significant Ecological Area - Marine 1 area
 - b. where they would have an adverse effect on any Outstanding Natural Feature
 - c. within an Outstanding Natural Character or High Natural Character area
 - d. where they would have an adverse effect on historic heritage values.
2. Avoid 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

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- c. that are popular cruising destinations used by the general public.
3. Determine the appropriateness of moorings outside a Mooring zone by also taking into account whether:
 - a. there is a Mooring zone with available space in proximity to the proposed mooring location
 - b. there is a functional need for a mooring outside of a Mooring zone, and the ability to access the property from land
 - c. it can be demonstrated that short-term anchorage, as opposed to a permanent mooring, is not a practicable option
 - d. the proposed method of mooring is the most appropriate, taking into account the particular location, the extent of water space that will be occupied and the level of impact on other users
 - e. the navigation and safety of other vessels, or other lawful use of the CMA, will be adversely affected
 - f. land-based vessel storage is a practicable option
 - g. it will limit public access to and along the CMA.
4. Require proposals for moorings, or a new Mooring zone, 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 the use of a Mooring zone, such as boat ramps, dinghy storage, toilets and wastewater pump-out stations.
6. Discourage the use of a vessel as a dwelling within a Mooring zone.
7. Require existing moorings outside of a Mooring zone to either obtain a resource consent for the mooring, or for the mooring to be removed.
8. Encourage the shared usage of moorings.
9. Manage a Mooring zone to:
 - a. concentrate moorings
 - b. consolidate moorings by progressively replacing swing moorings with bow and stern moorings where this is practicable
 - c. maximise the opportunities for the use of water space by other recreational activities
 - d. make provision for safe anchorage.
10. Avoid structures that will limit the ability to moor vessels in a Mooring zone.

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5.4 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 Minor Port 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 Ports of Auckland Limited 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 high natural character values of the nearby significant ecological area.

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

[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
 - d. Chelsea Sugar Refinery wharf

in a manner which:

 - e. minimises the exposure of people and the natural environment to risks arising from hazardous activities and hazardous substances

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- 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 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

[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 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 road 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 Minor 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

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- 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.
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 Minor Port 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 accessory 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.

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5.5 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.

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.

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 GCM zone.

The Ferry Terminal zone only applies to the CMA. Any landward components of ferry terminals are generally within road or Open Space zones.

Objectives

[rcp]

1. The safe and efficient development and operation of ferry terminal facilities identified as transport nodes in the Auckland public transport network.
2. The ability of existing ferry terminal facilities to provide for public transport is not compromised by subdivision, use and development.

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3. Appropriate expansion of existing ferry terminal facilities, or the development of new ferry terminals, is enabled in appropriate locations where a transport need is identified.
4. Public access, use and enjoyment of the CMA is maintained and, where practicable, enhanced, and any associated use and development does not compromise the ability of ferry terminal facilities to provide for public transport needs.
5. Efficient use is made of the structures and water space of the CMA 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.

Policies

[rcp]

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 and circulation, and cargo transfer
 - b. enabling accessory 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 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

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- 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 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, parking, amenity, water quality and coastal processes.

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5.6 Defence zone

Zone description

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

Objective

[rcp]

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

Policies

[rcp]

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 Defence 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 Defence 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 Defence 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 the Unitary Plan.

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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. Manage the visual effects of buildings and other structures in the Defence zone, 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.
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 historic heritage values.

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5.7 Coastal Transition zone

Zone description

This zone applies to land which is above Mean High Water Springs that was typically unzoned in previous district plans. This zone has been introduced to account for improvements in the quality of information on the location of Mean High Water Springs.

This zone does not presume that the land is either public or private land. Rather, it clarifies which zone and precinct provisions apply once the tenure of the land has been determined.

The seaward boundary of the land approximates the location of Mean High Water Springs as at 2012. However a survey may be required to confirm its exact location.

Objective

1. If the land is privately owned land and contained in a Certificate of Title, the objectives of the zone and any precinct that applies to the balance of the land apply. If it is not, the objectives of the Public Open Space Informal Recreation zone apply.

Policy

1. If the land is privately owned land and contained in a Certificate of Title, the policies of the zone and any precinct that applies to the balance of the land apply. If it is not, the policies of the Public Open Space Informal Recreation zone apply.

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6 Rural zones

Introduction

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 and the 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.

Rural Production

This is the main zone for a wide range of rural production activities and related rural services and industries. The focus is 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, or are not compatible with a rural production environment are discouraged. This zone is a principal donor and receiver area for transferable rural site subdivision, which along with boundary relocation, are the only tools for rural subdivision in this zone.

Mixed Rural

This zone currently covers areas at Omaha, west of Orewa, around the Woodhill Forest, around the southern Manukau Harbour inland from the Rural Coastal zone, up the spine of the Awhitu Peninsula, to the north of Pukekohe, and in the Drury-Ardmore-Clevedon area. It provides for a mix of rural production and other rural-related activities. Sites in this zone are generally smaller than in the Rural Production zone, and many are used for rural lifestyle development, tourism as well as rural activities. The range of activities provided for in the zone and their activity status are very similar to the Rural Production zone, but more diversity of uses – both rural production and rural-related – being appropriate.

Rural Coastal

This zone 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 has high natural character, outstanding natural landscape and significant

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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

This zone 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 site 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 the principal receiver area for transferable rural site subdivision from other rural zones.

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6.1 General objectives and policies

6.1.1 Rural economy

Objectives

1. Rural Auckland is recognised as a place where people live, work and play. A diverse range of activities that support these functions are enabled.
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 and avoid sediment and discharges to freshwater and the CMA.
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-rural production 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

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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. Enable subdivision and activities in rural areas only when the following characteristics are maintained:
 - 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. Accept that in the Rural Production, Mixed Rural and Rural Coastal zones to accept the following aspects are a typical part of these 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 and open space.
 - f. activities which provide for the relationship of Mana Whenua to their ancestral land and taonga.

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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 unrelated to rural production activities are directed away from rural zones.

Policies

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

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- 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 road 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. Direct cleanfills and managed fills away from Rural Conservation or Countryside Living 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.

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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

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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.

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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.

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 site 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 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 road network for horse-riding.

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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
- Whangateau to Waiwera coastal area
- Kaipara South Head and Harbour coastal area
- 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.

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5. The significant relationship between land, freshwater bodies and the CMA and their contribution to 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 character 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

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- 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.

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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 inland. 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.

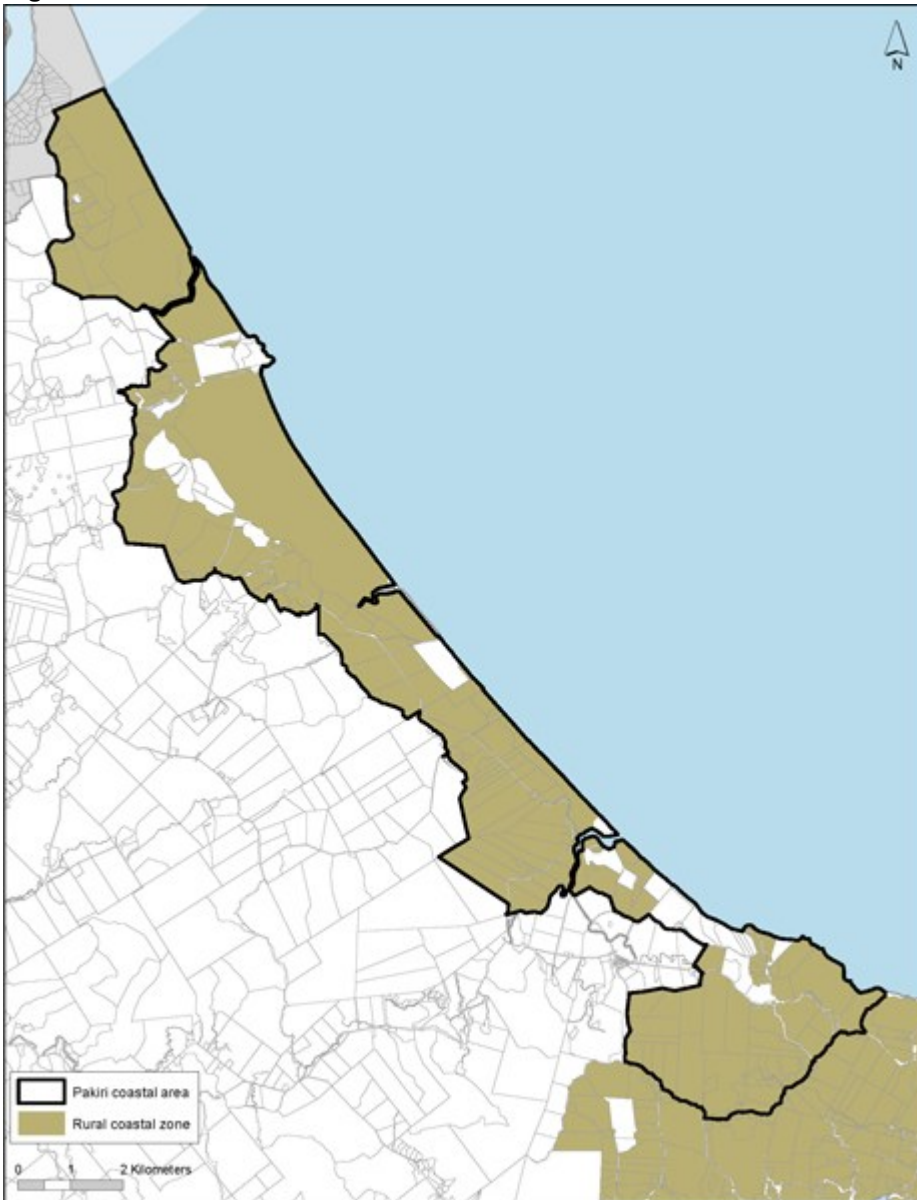
Policies

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 4 above 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 Ōtakari 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:

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- 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



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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 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,

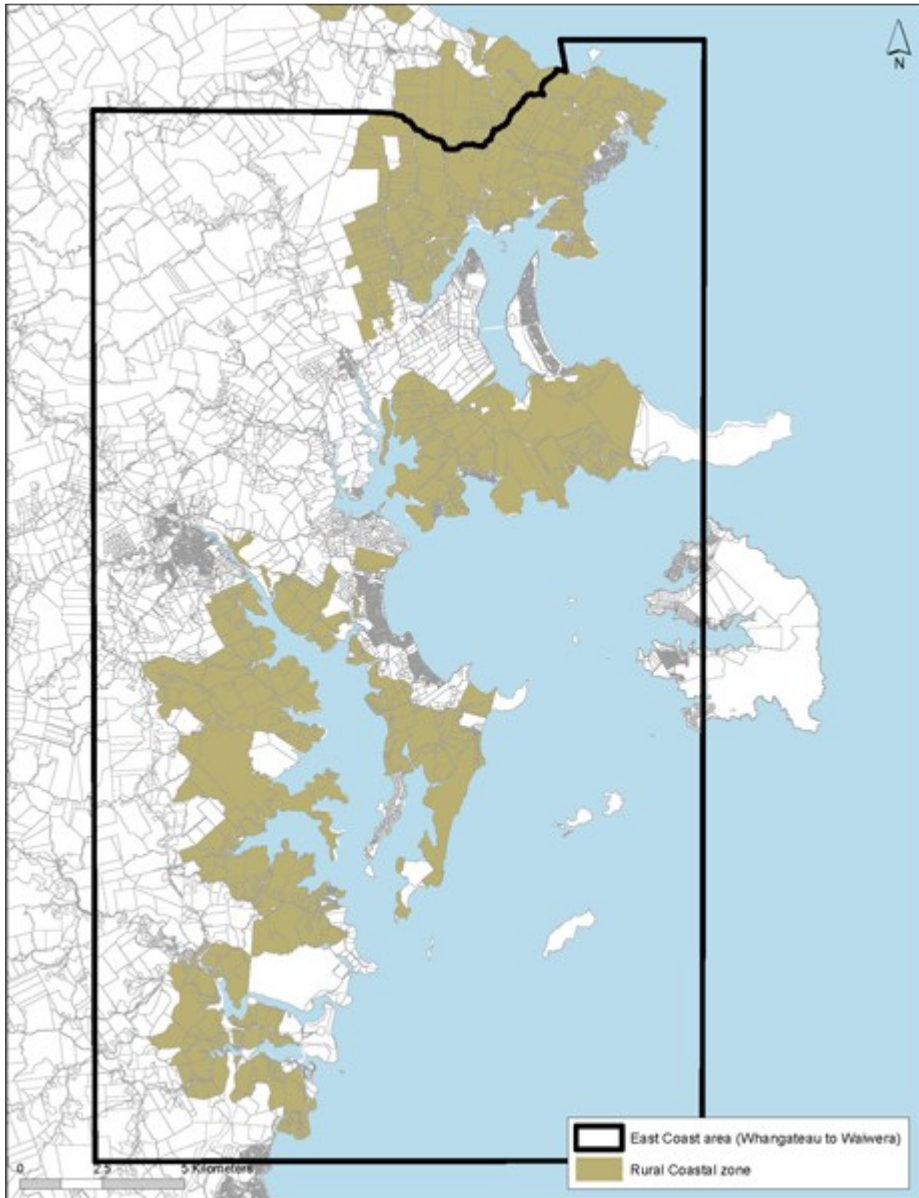
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the CMA by enabling:

- 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

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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 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.

South Head and the coast of the Kaipara Harbour while generally meeting the above description are noted as areas which are also recognised as being under pressure for development that is not directly related to rural production activity due to the coastal location and proximity to metropolitan Auckland.

However, there are areas of significant landscape – identified in the overlays as ONC, HNC, and ONL, which are considered to be at risk of degradation. Control over the built environment in these areas is considered prudent in order that the semi-remote character and the rural/coastal landscape, environmental and amenity values present are retained.

To recognise these qualities the whole area is included in the Rural Coastal zone with particular development and subdivision controls that enable normal rural activities such as farming and forestry to continue as permitted activities, albeit subject to more stringent environmental controls (relating to buildings, earthworks on sites 40 hectares and less in area (that are not already provided for as a Permitted Activity), tree and bush removal, and wetland/watercourse modification to ensure they respond sensitively to the landscape qualities present.

Development controls to recognise these features and associated values include a slightly higher height allowed for dwellings, with slightly greater maximum height for farm and forestry rural accessory buildings within an identified ONL.

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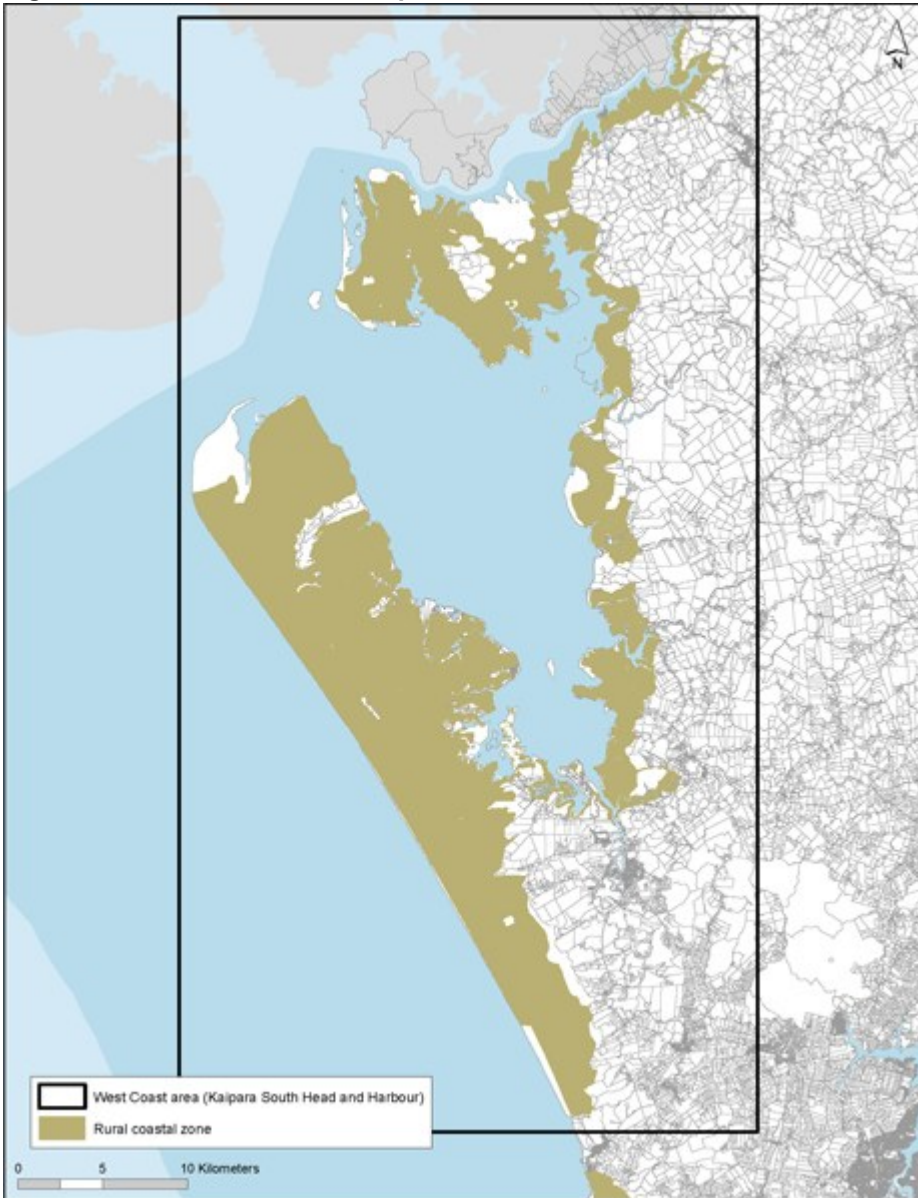
Objectives

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.
6. This part of the Rural Coastal zone (Figure 3 below) reflects the special and distinctive coastal and rural character of parts of the Kaipara Harbour and South Head areas, these rural and semi-remote areas are influenced by the Tasman Sea and Kaipara Harbour. This part of the zone encompasses the following:
 - a. rural coastal character
 - b. high amenity values
 - c. high natural character
 - d. high landscape values
7. Require subdivision and land use activities to enhance and protect the distinctive special character of the policy area and ensure that the landscapes and sensitive environments are protected.

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



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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 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.

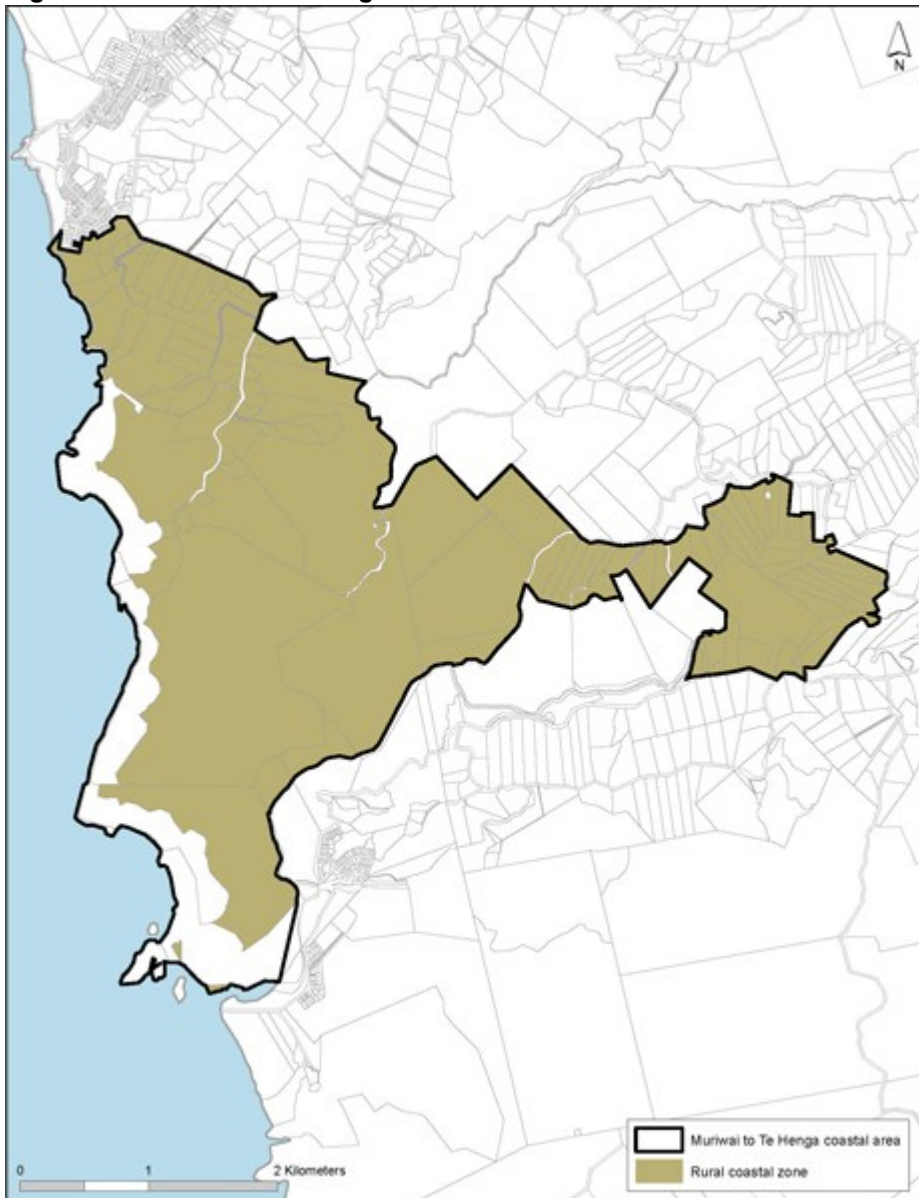
Objectives

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



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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 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

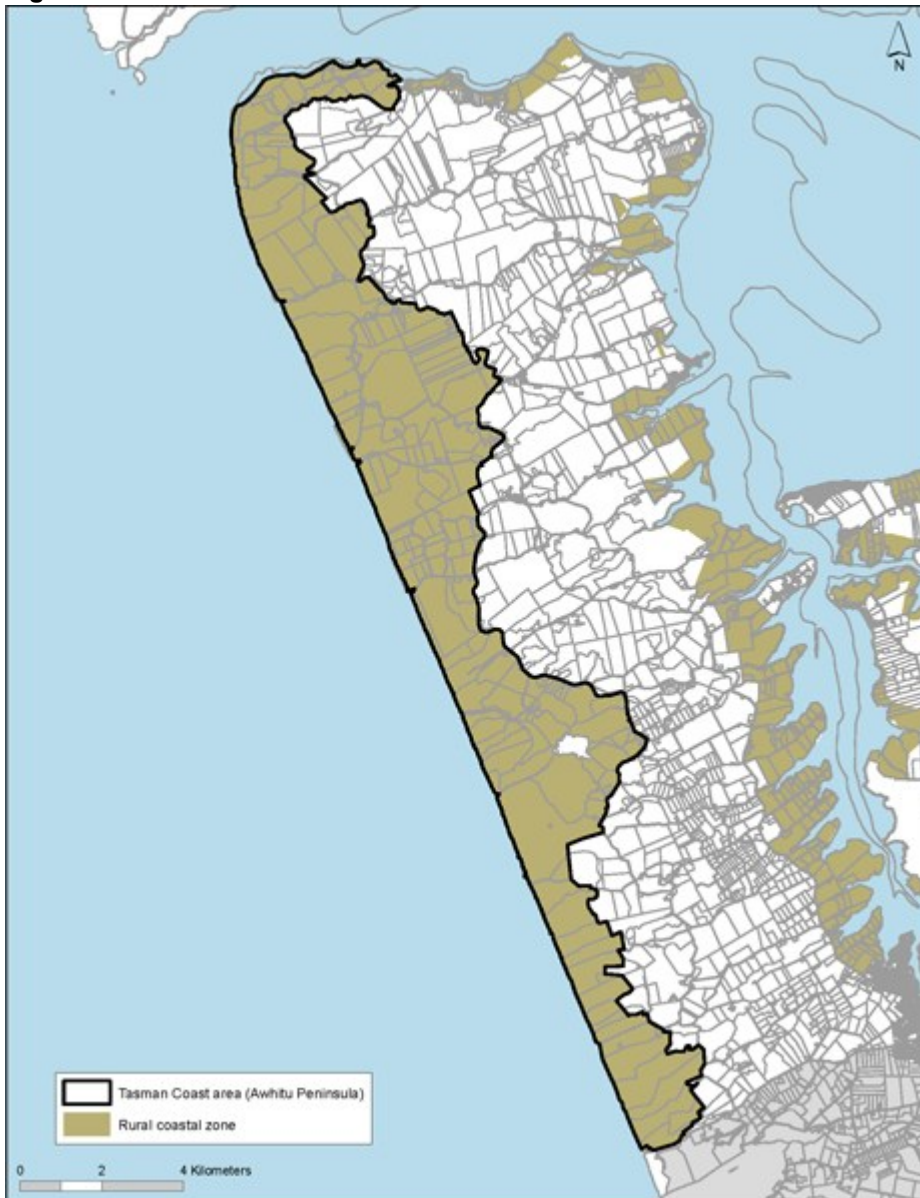
1. The high natural values, including natural character, landscapes and other resources are protected from inappropriate subdivision, use and development while providing for rural activities.
2. Natural coastal processes are recognised and managed by avoiding activities that would create or exacerbate 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. Provide for limited subdivision, use and development that will enable coastal natural character and landscape values to be maintained and enhanced.
2. Avoid land modification and development along sandy coastal margins and seaward faces of the coastal escarpments or ridgelines.
3. Encourage protection of stands of indigenous bush, and restoration and enhancement planting of indigenous trees, shrubs and other plants along the coastal escarpments and ridgelines.
4. Promote public access to the coast in strategic locations, in conjunction with environmental protection, enhancement or restoration and in a way that does not adversely affect coastal processes and natural character and significant indigenous vegetation and habitats.
5. Recognise the wild, scenic, and remote values of the Tasman Coast.

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Figure 5: Tasman Coast area - Āwhitu Peninsula



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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 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

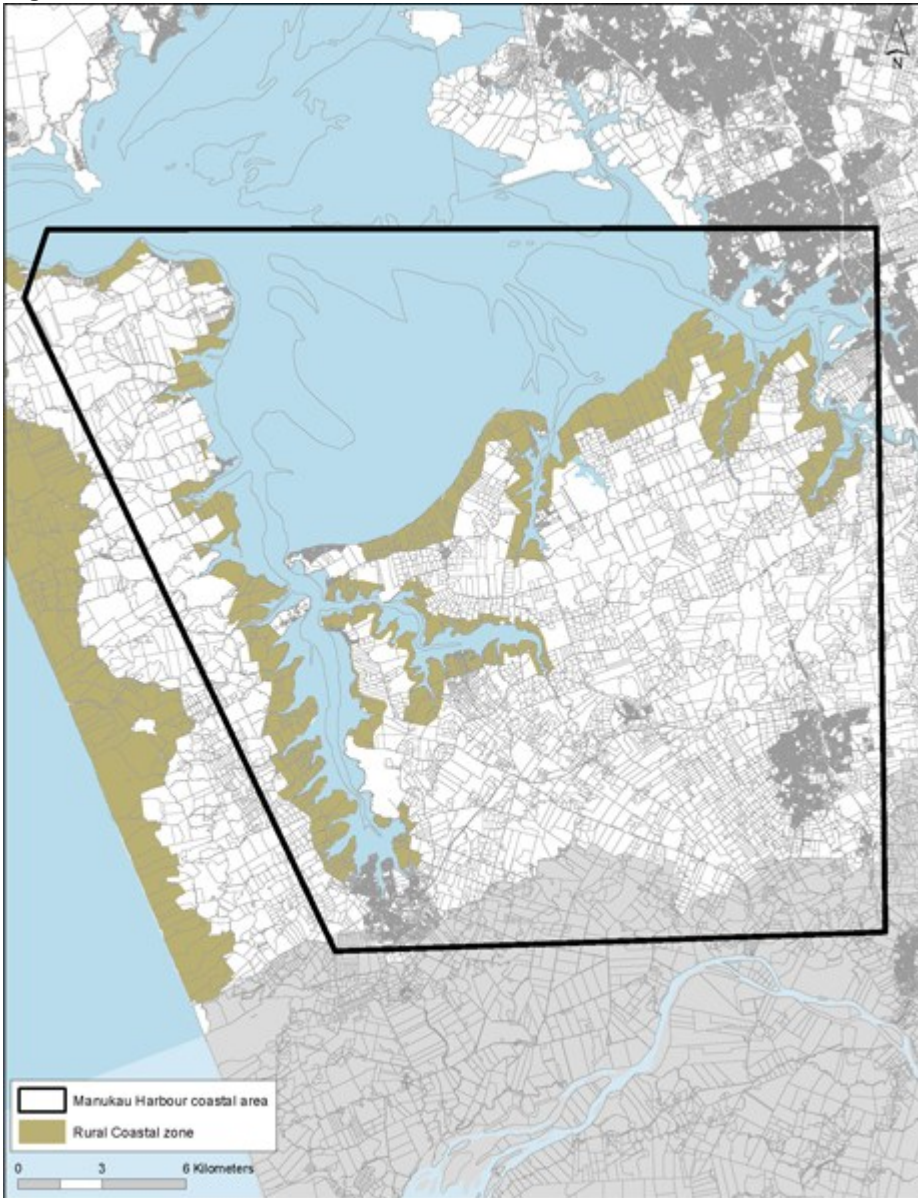
1. Recognise the significance of the coastal margin setback in maintaining the natural character of the coastal edge, providing a natural buffer to coastal erosion flooding and contributing to the visual amenity

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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 4 below 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
 - 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. Improve public access to, and along, the coastal edge, except in identified wader bird and wāhi tapu areas, by providing esplanade and other reserves.
6. 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.
7. 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



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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 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.

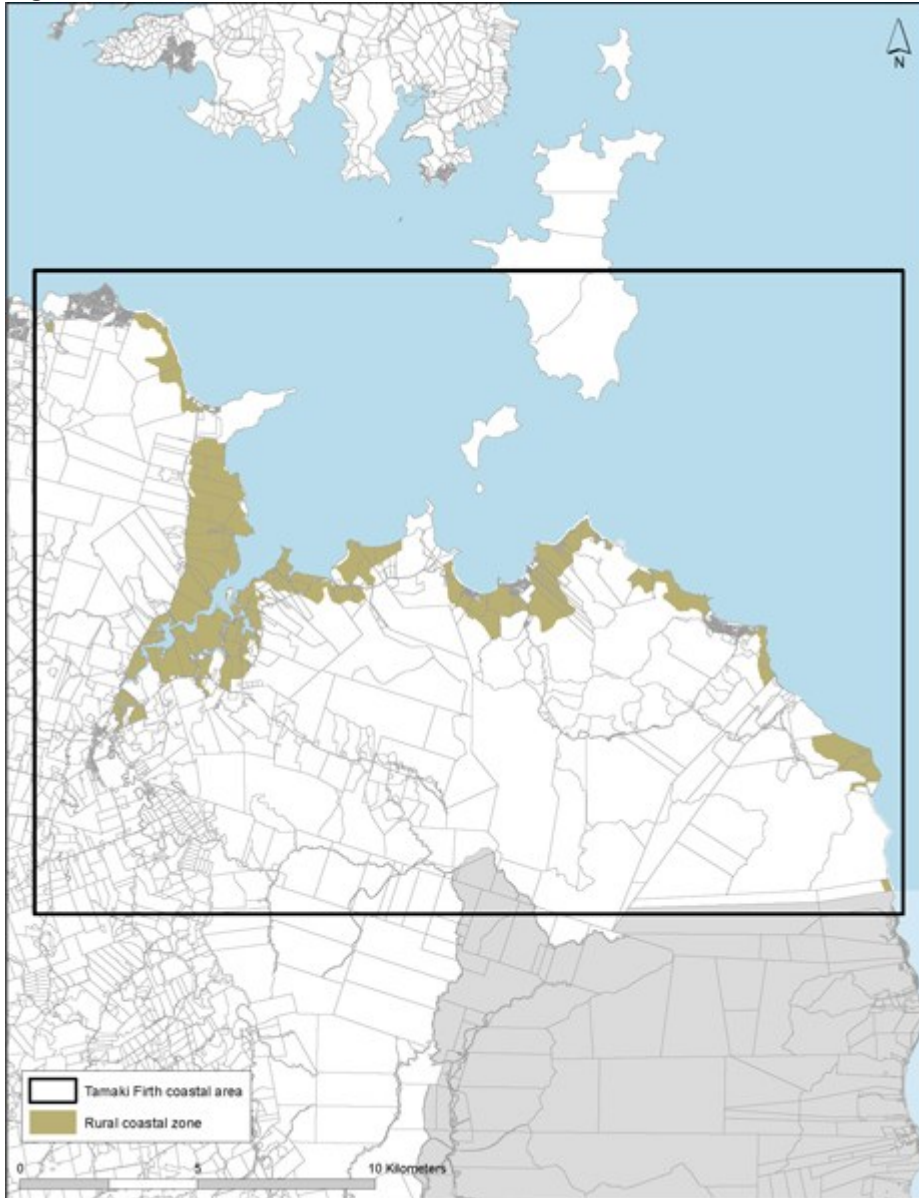
Policies

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.

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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



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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 and recreational uses of the zone 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. 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.
5. Protect and maintain habitats, high-value natural areas and unique features present within the zone

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through controls on earthworks, vegetation removal, grazing, wetland modification and limitations on activities and subdivision.

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

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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 sites include scattered rural residential sites, farmlets and horticultural sites, residential bush sites 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.

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 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 scheduled sites and places of significance for 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

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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 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. in subdivision that creates more than one new site, encourage the clustering of built form and the use of shared accessways and common grounds to maintain and open rural character.
 - h. 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.

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7 Strategic Transport Corridor

Introduction

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 as a single, integrated transport system operated by more than one agency
- used for interim non-transport related activities that do not undermine the future use of the corridor for transport purposes.

This zone provides the flexibility needed for the development of the state highway and railway corridors and for a wide range of activities for transporting people and goods. The zone also provides certainty as to the activities that can be undertaken and assists in planning and investment across transport modes.

The zoning is therefore applied to land that contains strategic infrastructure, or where the designation provides for such infrastructure. 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 or, where space allows, using the land for non-transport activities is equally as appropriate. The zone provisions will provide for these activities while ensuring the corridor's primary transport function is enabled.

Objectives

1. Railway and state highway corridors are used safely, effectively and efficiently for the transportation of people and goods in an integrated manner.
2. Land identified for railway and state highway corridors can be developed and used for 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.
4. Any non-transport related activities do not generate adverse reverse sensitivity effects on the operation of the corridor.

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
 - b. the non-transport related activity will not give rise to reverse sensitivity effects that would undermine transport activities in the zone
 - c. the non-transport related activities do not prevent the land reverting to a transport use when required

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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.

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8 Special Purpose zones

8.1 Airport zone

Zone description

The Airport zone applies to the Kaipara Flats Airfield, North Shore Airfield, Auckland International Airport and Ardmore Airport. Auckland International Airport and Ardmore Airport have precincts that 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. Provision is made for the continued operation of airfields.
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 that 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. Require airfield activities to be screened, or buildings or 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.

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8.2 Cemetery zone

Zone description

The cemetery zone applies to all operational cemeteries across Auckland. It will be applied to new cemeteries by means of a plan change and an associated concept planning process.

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 are 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.
3. Cemeteries are managed to maintain or enhance the local environment.

Policies

1. Enable a concept plan to be created and incorporated for all large-scale operational cemeteries.
2. 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.
3. 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. how the design provides for public safety
 - 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
 - j. appropriate development controls to achieve the above.
4. Enable accessory activities and buildings that are proportionate to the scale and location of the cemetery.

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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 and substantial parking areas.

The zone enables 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 healthcare related activities and accessory buildings and infrastructure are provided for.
2. The adverse effects of healthcare related activities and accessory buildings and infrastructure 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, plant, 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 that adjoin streets and public open spaces to be designed in a manner that contributes to the amenity of the adjacent public realm, while making efficient use of the site.

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8.4 Major Recreation Facility zone

Zone description

This zone applies to Auckland's major sports, recreation and cultural facilities, which include:

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

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

Major recreation facilities located in the city centre are not subject to the provisions of this zone. The zone provides for a range of activities and enables flexible and efficient use of the facilities. Controls seek to appropriately manage adverse effects that activities within the zone may have on the community, while recognising that this significant infrastructure provides a range of benefits to the wider community. Controls also seek to manage 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:
 - a. provide for the social, economic and cultural well-being of people and communities
 - b. operate and be used in a safe, effective and efficient manner while minimising adverse effects.
3. The appropriate redevelopment, expansion and intensification of major recreation facilities is provided for.
4. The development of new major recreation facilities is provided for in appropriate locations.

Policies

1. Recognise the positive social, economic and cultural effects of major recreation facilities.
2. Provide for the long-term planning and on-going development of major recreation facilities.
3. Encourage flexibility within major recreation facilities to provide for foreseeable changes in recreation and leisure trends.
4. Recognise the strategic function of major recreation facilities and that they will, by virtue of their nature, character, scale and intensity, generate adverse effects that may not be characteristic of the locality or able to be practicably internalised, and minimise such effects.
5. Enable a range of accessory activities and services within the zone.
6. Protect existing and consented major recreation facilities from the establishment and effects of surrounding incompatible land uses.
7. Enable the redevelopment, expansion and intensification of existing major recreation facilities where the facilities:

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- 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
 - c. are of a good standard of design and appearance.
8. Provide for the establishment of new major recreation facilities by means of a plan change and associated precinct planning process.
9. Require new major recreation facilities to:
- a. establish on sites that can appropriately accommodate the operational requirements of the facility and the bulk and scale of the development
 - b. be accessible to major public transport services and for major transport corridors
 - c. 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
 - d. be of a good standard of design and appearance.
10. Locate and design major recreation facilities to facilitate walking, cycling and the use of public transport by people visiting the facility.

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8.5 Māori Purpose zone

Zone description

The purpose of the Māori Purpose zone is to provide for the social and cultural needs of Mana Whenua and mataawaka and to promote the establishment of marae and papakāinga with supporting economic development to ensure the thriving and self-sustaining Māori communities.

Precincts allow more detailed planning to be undertaken and give greater certainty with respect to environmental outcomes. In the Māori Purpose zone, precincts are used to provide for site-specific activities and development. Precincts are also used to reflect specific land uses agreed for land acquired through Treaty settlement.

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 suggests, this area was 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 over many centuries and the holistic nature of traditional Māori village settlement. Iwi, hapū and whanau have links through whakapapa to a common ancestor. Whakapapa can be traced back hundreds of years to the arrival of their ancestral waka in Tāmaki Makaurau. Marae and papakāinga in traditional areas of settlement are therefore a spiritual home for the iwi, hapū and whanau with ancestral links to that area. Many Māori in Auckland are mataawaka, with whakapapa linking them to tribal areas outside of Tāmaki Makaurau. Marae and papakāinga-style development have been identified as critical to mataawaka to maintain or re-establish connections to their Māori identity, culture and whanau.

The Māori Purpose zone provides for development to reflect unique Mana Whenua and mataawaka identities and values. The Māori Purpose zone acknowledges the importance of marae and papakāinga as focal points for wider community development and provides for a range of social and cultural activities. Supporting economic development is vital for the long-term sustainability of marae and papakāinga, and the well-being of the communities they support. The Māori Purpose zone recognises the need to incorporate mātauranga and tikanga Māori into the design of the built environment and open space. The Māori Purpose zone provides certainty for Māori cultural institutions, such as marae, and papakāinga-style development to be established in specific areas of Auckland, on general or Māori land.

Objectives

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

Policies

1. Provide for development on land zoned for Māori purposes across Auckland, including in coastal areas and outside the RUB.
2. Work with landowners to prepare an integrated Māori development plan to guide development of the site.
3. Apply, where appropriate, precincts to provide for:
 - a. site specific development constraints or opportunities

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- b. Treaty settlement outcomes
 - c. the unique relationships Mana Whenua have with the whenua (land)
 - d. comprehensive development proposals.
4. Provide for a range of activities including papakainga, marae and associated facilities, customary use, cultural and commercial, on land zoned for Māori purposes.
 5. Mitigate any adverse effects on adjoining properties associated with activities within the Māori Purpose zone in relation to:
 - a. access to sunlight and daylight
 - b. privacy
 - c. the acoustic environment
 - d. traffic and parking.
 6. Consider alternative approaches to site access or infrastructure provision in rural or coastal areas where the development of a site is constrained by access or the availability of reticulated infrastructure.
 7. Where an application is received for development within Māori Purpose zone in an area scheduled for natural heritage, natural resource, or coastal values identified in an overlay, the council will work with landowners to facilitate appropriate development by:
 - a. requiring an integrated Māori development plan to balance the need to enable development, occupation and use within the Māori Purpose zone with the recognition of values scheduled in overlays, in accordance with mātauranga and tikanga
 - b. providing an opportunity for the extent of the scheduled area to be re-assessed in consultation with the landowners
 - c. considering measures for the ongoing protection and maintenance of values on the site scheduled in overlays through the use of protective covenants, fencing or other management techniques
 - d. investigating alternative locations within the site, or identifying other locations to which development rights could be transferred
 - e. considering alternative approaches to development that maintain or enhance the values scheduled in overlays.
 8. Require the appropriate scale, character, intensity and range of activities to be determined on a case by case basis having regard to the capacity of the site to:
 - a. accommodate the development, based on an assessment of physical constraints
 - b. be sustainably serviced, utilising reticulated or alternative forms of infrastructure
 - c. avoid, remedy and mitigate any adverse effects on adjoining sites while recognising the purpose of the Māori Purpose zone is to facilitate activities that may be of a character, scale, intensity or range that is not provided for in the surrounding area.
 9. Enable the integration of mātauranga and tikanga in design and layout of development within the Māori Purpose zone.
 10. Require the design of medium density residential development (four or more dwellings) to:
 - a. positively respond to the public realm
 - b. include innovative design solutions where necessary
 - c. complement the character and amenity of surrounding sites

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- d. incorporate appropriate mātauranga and tikanga.

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8.6 Quarry zone

Zone description

Mineral resources are important to Auckland's 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 resources and accessory 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 activities sensitive to noise to be located and/or designed to mitigate any reverse sensitivity noise effects on regionally significant mineral extraction sites.
5. Manage noise and vibration to protect existing adjacent activities sensitive to noise from unreasonable or unnecessary levels of noise and vibration.
6. Require the rehabilitation of sites following quarrying activities to enable the land to be used for other purposes.

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8.7 Retirement Village zone

Zone description

The purpose of the Retirement Village zone is to enable the development of new purpose-built retirement villages within urban areas and re-development of existing retirement villages. The zone is designed to provide housing and care choices for older people and those requiring care/assisted living. As Auckland's population continues to grow, it is important that a choice of housing is provided for older people, particularly in locations that provide good amenity and access to community services and facilities.

The controls and assessment criteria seek to achieve quality design outcomes with a focus on the management of the interfaces with adjoining sites. The definition of retirement villages includes accessory activities such as administration offices and medical services. The zone is applied to existing retirement villages. The zone may also be applied to large sites that will be redeveloped for retirement villages within urban areas. The zone provides for concept plans to be developed for existing and new retirement villages.

Objectives

1. Retirement villages make efficient use of land and infrastructure within the RUB.
2. Retirement villages provide for a range of accommodation options and accessory activities, including healthcare and recreation facilities.
3. Developments are well-designed and provide high-quality on-site amenity.

Policies

1. Enable the development of retirement villages to provide the accommodation and care required for older people.
2. Enable a range of accessory activities to support residents and staff.
3. Provide for the detailed site-specific planning of retirement villages while ensuring any adverse effects on the character and amenity of the neighbourhood and neighbouring sites are managed.
4. Manage the location of noise-generating equipment and activities to provide for on-site amenity and avoid adverse effects on adjoining residential sites.
5. Graduate building heights so higher buildings are located away from the zone boundary when the site adjoins open space or a residential zone to avoid significant over-shadowing and visual dominance, (except adjoining the Terrace Housing and Apartment Buildings zone where building height may be at a greater scale at the zone interface).
6. Require buildings to provide good levels of outlook and privacy for residents, and encourage buildings to maximise sunlight access to principal living rooms, outdoor living spaces and communal open spaces and make the best use of views from the site.

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8.8 Green Infrastructure Corridor zone

Zone description

The Green Infrastructure zone applies to land that needs to be set aside from development and used primarily for stormwater and flood hazard mitigation purposes.

The Green Infrastructure zone will cover those parts of the one per cent AEP flood plain that need an integrated management approach and to accommodate stormwater management devices such as wetlands and treatment ponds. Generally the zone will cover the land that is expected to be vested in the council for long term maintenance and protection.

The Green Infrastructure zone will not necessarily apply to all land within the one per cent AEP flood plain; nor will all streams and riparian margins be included within it. Headwaters and tributary streams and their associated riparian margins may be more appropriately managed through other (zone and Auckland-wide) rules, while overland flow paths and areas subject to minor flood risks (such as shallow flood depths) could remain outside the zone.

Activities and development within the zone are limited primarily to the protection and enhancement of streams and riparian areas, management and treatment of stormwater, necessary infrastructure activities and compatible recreational activities.

The indicative boundaries of the Green Infrastructure zone will be identified in structure plans, and its final boundaries will be set by subdivision. Upon subdivision, the land will be vested in the council at no cost to the council, unless determined otherwise as part of the structure plan process. Where the subdivision process results in minor differences between the site boundaries and the zone boundaries identified during structure planning, then the land that is not required to be in the Green Infrastructure zone will be administered in accordance with the rules for the adjoining zone until the zoning is amended by a subsequent plan change.

Objectives

1. Land and infrastructure required in flood hazard areas is managed in a way that retains their function to mitigate the adverse effects of stormwater run-off in the long term.

Policies

1. Protect the function of freshwater systems when accommodating stormwater management facilities and managing flood hazards.
2. Avoid or minimise soil compaction, and recondition any compacted soil following development.
3. Require planting in the riparian margins of streams, ponds and wetlands in native vegetation and landscaping of the rest of the zone in accordance with a landscape plan.
4. Enable infrastructure that has been approved as part of a structure plan, and other infrastructure functionally required to locate in the zone, provided it does not adversely affect stormwater and flood hazard management.
5. Avoid residential and commercial development within the zone.
6. Enable both informal and organised recreation and leisure opportunities provided they do not impact upon the efficient management of stormwater, do not increase flood risks and maintain the spacious amenity values of the zone.
7. Limit buildings to those containing public amenities.
8. Avoid locating infrastructure and buildings in SEAs.
9. Design above ground development to a high standard, integrating with adjoining open space, where applicable, and enhancing the natural environment.

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10. Require land in the zone, once stormwater management devices and planting have been established, to be vested in the council for stormwater purposes. The vesting should be at no cost to the council unless alternative arrangements have been agreed through the structure plan process. Vesting may be carried out in stages.

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8.9 School zone

Background

The School zone applies to Auckland's primary, intermediate and secondary schools and associated community facilities, and is characterised by campus-style developments. The purpose of the zone is to allow the continued operation and further development of schools and associated facilities.

Ministry of Education-owned sites are subject to designations and in those cases the provisions of the Unitary Plan will only apply to the extent that the land is used for a purpose other than a designated purpose. Users of the Unitary Plan are therefore directed to [Part 7](#) Designations of the Unitary Plan.

This zone does not apply to existing or future schools located in the city centre, metropolitan or town centres.

Objectives

1. The educational needs of schools' students are met and the well-being of students, staff and visitors is provided for.
2. Opportunities for local communities to use school facilities are provided.
3. Potential adverse effects of schools, community facilities and associated activities and their use on adjacent areas are mitigated.
4. New buildings and structures positively contribute to the safety and amenity of public open spaces.

Policies

1. Enable a range of activities including education, recreation, worship and residential accommodation, and appropriate accessory activities.
2. Enable community use of the existing and future school land, buildings and infrastructure where feasible and where this is supported by the land/infrastructure owner.
3. Provide for more detailed site-specific planning, development and implementation of schools through the development of concept plans.
4. Design and locate high noise generating activities such as air conditioning plant, machinery, intrusive outdoor activities and outdoor lighting so that they direct adverse effects away from the boundary of adjacent residential properties.
5. Provide a transition from lower buildings adjacent to the boundary of residential, future urban or public open space zoned land to higher buildings in the core of school sites to internalise adverse effects such as visual dominance, overshadowing and wind tunnelling.
6. Limit the scale, intensity, frequency and hours of operation of community use of school land, buildings and infrastructure so that it is complementary and secondary to the educational purposes of the site.
7. Require setbacks between school sites and adjacent residential and public open space zoned land and roads, except along the street frontage in the Terrace Housing and Apartment Buildings zone, Mixed Use zone and along key transport corridors provided that:
 - a. where appropriate, there are interactive frontages at ground level
 - b. building design addresses the street/public open space frontage and legible pedestrian main entrances are provided from the street
 - c. fencing along the boundary of a street or public open space maximises opportunities for visual connection to the street from the site.
8. Require the screening of outdoor storage areas and waste management facilities from adjoining sites in residential and public open space zone and the Future Urban zone.

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9. Encourage new buildings to be designed so they respect any scheduled historic heritage places on the site and provide a high standard of amenity and safety.
10. Require buildings fronting streets or public open spaces to be designed and located so they contribute positively to the amenity of the area.

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8.10 Tertiary Education zone

Zone description

The Tertiary education zone applies to Auckland's tertiary education facilities outside the city centre, metropolitan or town centres. Generally, these are large facilities in campus-style developments, with extensive and highly visible buildings, substantial parking areas and significant areas of private open space.

The purpose of the zone is to enable the development and operation of a range of activities to cater for the diverse requirements of the student population, employees and visitors. Community use of the facilities is also provided for.

Some of these sites are subject to designations. Where there is conflict, the designation prevails over the zone controls.

Objectives

1. Tertiary education facilities meet the education needs of their students, facilitate research and development, and provide for the well-being of staff, students and visitors.
2. Tertiary education facilities integrate positively with the wider community and environment and mitigate potential adverse effects.
3. New buildings and structures contribute positively to the amenity values of streets and public open spaces.

Policies

1. Enable a wide range of activities on tertiary education facility sites, including education, research, health, recreation, student accommodation and appropriate accessory activities.
2. Provide for detailed site-specific planning, development and implementation of tertiary education facilities through the development of concept plans.
3. Require the design and external appearance of buildings and structures to:
 - a. be sympathetic to the amenity values of the surrounding area
 - b. protect and enhance the visual amenity values and safety of adjacent streets and public open spaces.
4. Require screening or landscaping of waste management facilities, service areas/buildings and parking to enhance their appearance when viewed from adjacent residential zones or the public realm.
5. Limit the scale of accessory activities to meet the needs of staff, students and visitors without undermining the function of nearby town centres as the primary location for business activities, or adversely affecting the transport network.
6. Require new buildings to be designed in a manner that respects any existing heritage places on the site and provides a high standard of amenity.

Chapter E: Overlay objectives and policies

1 Infrastructure

1.1 Airport Approach Path

Overlay description

The purpose of this overlay is to manage obstructions such as buildings and trees, so that they do not protrude into airport approach paths, supporting airports and airfields efficient operation.

Detailed height restriction diagrams for Kaipara Flats Airfield, North Shore Airfield, Parakai Airfield and Auckland Gliding Club are contained in this overlay section of the Unitary Plan while Auckland International Airport (AIA), Whenuapai Airbase and Ardmore Airport diagrams are contained in the designation section of the Unitary Plan.

Objective

1. Obstructions that compromise the safe and efficient operation of airports or airfields are prevented from protruding into airport approach paths.

Policies

1. Allow the removal or topping of trees.
2. Control development within the Airport Approach Paths overlay threshold height limit approach and take-off height limit and within areas subject to obstacle limitation surfaces and runway end protection areas in the relevant Auckland International Airport, Whenuapai Airbase and Ardmore Airport designations.
3. Prevent the height of buildings and trees from adversely affecting the safety and efficiency of airports or the ability of airports to function at present levels.

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1.2 Aircraft Noise

Overlay description

The purpose of the overlay is to manage the subdivision of land and location of activities sensitive to aircraft noise in areas of high cumulative noise around the region's airports and airfields, so that the continued operation of the airports and airfields is not compromised and reverse sensitivity issues addressed.

The following airports/airfields are included in this overlay:

- Auckland International Airport
- Ardmore Airport
- Kaipara flats Airfield
- North Shore Airfield
- Whenuapai Airbase.

Objectives

1. Airports are protected from reverse sensitivity effects.
2. The adverse effects of aircraft noise on residential and other activities sensitive to aircraft noise are managed.
3. The internal noise environment of habitable rooms are protected from aircraft noise within the overlay.

Policies

1. Avoid establishing residential and other activities sensitive to aircraft noise (ASAN):
 - a. within the 65L_{dn} noise contours in the aircraft noise overlay
 - b. Within the area between the 55L_{dn} and 65L_{dn} noise contours in the 57L_{dn} noise contour in the aircraft noise overlay, unless the effects can be adequately remedied or mitigated through restrictions on the numbers of people exposed to aircraft noise in the external environment and the acoustic treatment (including mechanical ventilation) of buildings containing activities sensitive to aircraft noise.
2. Manage residential intensification and other activities sensitive to aircraft noise within identified growth centres, intensive corridors and other areas identified for accommodating urban growth in a way that avoids conflicts or incompatibilities (including reverse sensitivity effects) between those land uses and Auckland International Airport Limited and Ardmore Airport Limited as recognised significant infrastructure.

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1.3 City Centre Port Noise

Overlay description

The overlay is applied to land near Auckland's downtown port. Buildings accommodating activities sensitive to noise within the overlay must be insulated to achieve an internal noise level appropriate to the activity. This will ensure that activities sensitive to noise within the overlay achieve a good standard of amenity and the port is able to operate efficiently.

Objective

1. The port is protected from reverse sensitivity effects arising from activities sensitive to noise.

Policy

1. Require activities sensitive to noise within the overlay to protect themselves from noise arising from the operation of the port.

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1.4 Electricity Transmission Corridor

Overlay description

The electricity transmission network is important to the social and economic well-being of Aucklanders and New Zealanders.

Under the National Policy Statement on Electricity Transmission 2008, the council is required to identify and provide a buffer corridor below and around high voltage transmission lines and transmission towers/poles. These lines and tower/poles are owned and operated by Transpower New Zealand Limited and form part of the national electricity grid.

The purpose of these buffer corridors is to manage subdivision and development within close proximity to the high voltage transmission lines and transmission towers/poles, in order to prevent risks to people and property; protect the electricity transmission network; preserve line access for inspection and maintenance and to protect amenity values.

High voltage transmission lines pose a risk of electrical hazard in situations where development occurs too close to the lines and may result in injury to persons or damage to property. This can be either as a result of direct contact with the lines or where an electric arc (or 'flashover') contacts structures, such as buildings. Conversely, development in close proximity to transmission lines can pose risks to the electricity transmission network itself. These risks include 'reverse sensitivity' effects, a loss of security of supply through outages or physical damage to support structures, constraints on access to the line and support structures for inspection and maintenance purposes and inability to undertake line upgrades.

The electricity transmission corridor covers the area 12m (both sides) from the transmission centre line.

The corridor places restrictions on activities sensitive to the effects of transmission lines, such as residential and care centres. However, in recognition of the level of built development and the need to provide landowners some flexibility, the Unitary Plan takes a more permissive approach to certain building works, such as alterations and extensions and normal farming operations. This is subject to certain standards being met, including the maintenance of access to transmission line support structures and the requirement to meet the New Zealand Electrical Code of Practice (NZECP34:2001). This code sets minimum safe distances from transmission lines to protect people, property, vehicles and mobile plant from harm or damage from electrical hazards. Subdivision generally requires resource consent in order to ensure the layout of future buildings do not unduly constrain the operation and maintenance of the transmission lines.

Objective

1. The efficient development, operation and upgrading of the electricity transmission network (national grid) is not unnecessarily constrained by subdivision, land use and development.

Policy

1. Require subdivision, land use and development within the electricity transmission corridor to be undertaken so that it:
 - a. meets the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34: 2001)
 - b. does not compromise security of supply and/or the integrity of transmission assets
 - c. does not compromise existing access to conductors and support structures for maintenance and upgrading works
 - d. does not foreclose operation and maintenance options or the carrying out of planned upgrade works
 - e. manages activities sensitive to transmission lines to avoid exposure to risk and minimise

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exposure to nuisance, such as noise, line drip and flashovers

- f. takes transmission assets into account at the design stage of subdivision by locating compatible activities under or in close proximity to lines.

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1.5 High Land Transport Noise

Overlay description

These provisions apply to land adjoining heavily trafficked roads or rail lines. Strategic land transport infrastructure, such as rail lines, state highways and other heavily trafficked roads generate high levels of transport noise which can affect community health and well-being, particularly in urban areas. These provisions require new or altered activities sensitive to noise within the overlay to undertake mitigation so that occupants are not exposed to transport noise levels above World Health Organisation guidelines.

These provisions also avoid the reverse sensitivity effects that can occur when activities sensitive to noise are located in proximity to strategic land transport infrastructure.

Objectives

1. Strategic land transport infrastructure is protected from reverse sensitivity effects associated with surrounding new or altered activities sensitive to noise.
2. New and altered activities sensitive to noise, such as places where sleep or teaching normally occurs, are protected from:
 - a. high levels of land transport noise
 - b. unreasonable or excessive levels of noise arising from the operation and maintenance of strategic land transport infrastructure.

Policies

1. Require new noise-sensitive land uses, and alterations to existing noise-sensitive land uses to be designed and constructed so that occupants are not exposed to levels of transport noise above World Health Organisation guidelines, particularly in bedrooms and other noise-sensitive rooms.
2. Encourage transport agencies to maintain, manage and operate their existing transport infrastructure to minimise and where practicable, reduce the adverse effects of land transport noise on noise-sensitive activities.
3. Allow noise-sensitive activities near strategic land transport infrastructure only where they do not compromise or limit the existing or future operation of strategic land transport infrastructure.

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1.6 Quarry Buffer Area

Overlay description

The quarry buffer area is located around regionally significant mineral extraction sites. The intent of the buffer is to avoid the reverse sensitivity effects, such as noise complaints, that can result from subdivision, use and development occurring in proximity to quarrying activities.

Objective

1. The reverse sensitivity effects that can result from subdivision, use and development occurring in proximity to regionally significant mineral extraction sites are avoided.

Policy

1. Require subdivision, use and development occurring in proximity to regionally significant mineral extraction sites to not:
 - a. compromise or limit the existing or future operation of regionally significant mineral extraction sites
 - b. compromise or limit the use of transport routes to or from the site
 - c. require the extraction operation to put in place additional mitigation measures.

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1.7 Quarry Transport Route

Overlay description

These provisions apply to activities sensitive to noise located 40m from identified quarry transport routes. Quarry transport routes are key transport routes that service regionally significant mineral extraction sites. Effects of quarry traffic include dust and noise and these effects can be accentuated in rural areas where the background noise levels are generally low. These provisions require new or altered activities sensitive to noise within the overlay to undertake mitigation so that occupants are not exposed to high levels of transport noise.

These provisions also avoid the reverse sensitivity effects that can occur when activities sensitive to noise are located in proximity to quarry transport routes.

Objectives

1. Quarry transport routes are protected from reverse sensitivity effects associated with surrounding new or altered, activities sensitive to noise.
2. New and altered activities sensitive to noise, such as places where sleeping or teaching normally occurs, are protected from heavy vehicle noise.

Policies

1. Require new noise-sensitive land uses, and alterations to existing noise-sensitive land uses to be designed and constructed so that occupants are not exposed to levels of transport noise, particularly in bedrooms and other noise-sensitive rooms.
2. Encourage quarry operators to manage traffic to and from the quarry zone in order to minimise the adverse effects of heavy vehicle on noise-sensitive activities.
3. Allow noise-sensitive activities near strategic land transport infrastructure only where they do not compromise or limit the existing or future operation of the quarry transport route and quarry activities.

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2 Historic Heritage

Overlay description

This overlay identifies places of significant historic heritage value which are on the historic heritage schedule, refer to [Appendix 9](#), and are also shown on the planning maps. Places on the schedule have been evaluated and have significant historic heritage value to their locality, the region or nation.

A scheduled historic heritage place can range from an individual feature to a place that encompasses multiple features and/or properties, including land or water within the public realm. More extensive groupings of places and features may be scheduled as historic heritage areas.

Each historic heritage place has been assigned a category with associated controls on protection, development, demolition and use. Controls on places subject to the overlay may differ from the underlying zone. A historic heritage place may include one or more buildings, structures or other features and a defined area surrounding them.

The rules in this overlay apply to all land and water within the extent of the scheduled historic heritage place.

There are three categories of scheduled historic heritage places:

1. Category A places: have exceptional overall heritage significance to the Auckland region or a greater geographic area
2. Category B places: have considerable overall heritage significance to the locality or greater geographic area
3. Historic heritage areas: are groupings of inter-related, but not necessarily contiguous, places or features that collectively meet the criteria for Category A or B above. Areas may include places individually scheduled as Category A or B places or notable trees.

Some scheduled historic heritage places are identified as Category A* in [Appendix 9.1](#). These have been distinguished from Category A places because slightly different rules relate to the destruction or demolition of their primary features.

The primary features of Category A and A* places are those which form the fundamental basis of why a historic heritage place has been scheduled. These primary features are identified in the schedule and shown on the planning maps.

The extent of a historic heritage area is delineated by a boundary that defines the heritage values of the area as a whole. Both contributing and non-contributing properties, places or features may be present within the scheduled extent. These are identified in the historic heritage areas schedule - refer to [Appendix 9](#), in historic heritage area statements of significance - refer to [Appendix 9.2](#), and in diagrams - refer to [Appendix 9.3](#). Non-contributing properties, places or features are either not relevant to, or may detract from, the values for which an area has been scheduled, or have the potential to adversely affect the heritage values of the place through future use and development. Historic heritage areas and identified contributing places or features within heritage areas are protected from the adverse effects of development or subdivision. Rules also apply to demolition or modifications to existing non-contributing places or features and to new buildings or structures within the extent of scheduled historic heritage areas to control potential adverse effects.

Historic places and areas that are archaeological sites, or include archaeological sites or features that contribute to the significance of the scheduled place, are identified in the heritage schedule. These are subject to additional controls on land disturbance and other activities that have the potential to adversely affect archaeological sites. In addition to the requirements of the Unitary Plan, the Historic Places Act 1993 requires an applicant to obtain an authority from the New Zealand Historic Places Trust to destroy, damage or modify

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any archaeological site meeting the criteria set out in that act, whether or not it is recorded or scheduled.

The rules relating to land use in the underlying zone will apply to scheduled historic heritage places. Where there is a conflict between the rules in the underlying zone and the rules for the Historic Heritage Place overlay, the latter takes precedence. Where an application is sought to use a scheduled historic heritage place for an activity that is not provided for as a permitted activity in the underlying zone or provided for in Tables 1 - 3, refer to [clause 2.1](#) of the Historic Heritage overlay rules, this will be assessed as a discretionary activity.

In considering the application, the council will have regard to the extent to which the proposed use will secure the scheduled historic heritage places long-term viability, impact on the adjoining neighbourhood and retention of heritage values.

The rules for scheduled historic heritage places recognise the importance of ongoing repair and maintenance of historic heritage places and allows these as a permitted activity, subject to complying with permitted activity standards.

For the purpose of this overlay the following terms are explained:

- Conservation

Means all of the processes of understanding and caring for a place so as to safeguard its cultural heritage value.

- Demolition or destruction

Means any activity that destroys, damages or modifies in whole or in part, the fabric of a historic heritage place and adversely affects the values that contribute to the significance of the place.

- Setting

Means elements of the surrounding or spatial context within which a historic heritage place is experienced, including sea, sky, land, structures, features, backdrop, skyline and views to and from the place. Setting can include landscapes, townscapes, and streetscapes and relationships with other historic heritage places which contribute to the value of the place.

- Place

Means the same as 'place' in the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value (revised 2010). That is: 'Place means any land having cultural heritage value in New Zealand, including areas; cultural landscapes; buildings, structures, and monuments; groups of buildings, structures, or monuments; gardens and plantings; archaeological sites and features; traditional sites; sacred places; townscapes and streetscapes; and settlements. Place may also include land covered by water, and any body of water. Place includes the setting of any such place'.

- Maintenance

Means the same as 'maintenance' in the ICOMOS NZ Charter for the Conservation of Places of Cultural Heritage Value (revised 2010). That is: 'Regular and on-going protective care of a historic heritage place to prevent deterioration and to retain its historic heritage value'. Maintenance is to be distinguished from repair.

- Reconstruction

Means the same as 'reconstruction' in the ICOMOS NZ Charter for the Conservation of Places of Cultural Heritage Value (revised 2010). That is: 'Reconstruction means to build again as closely as possible to a documented earlier form, using new materials'.

- Dismantle

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Relates to a feature within a scheduled historic heritage place and means to temporarily disassemble or take apart components or fabric of a building or structure for the purposes of later restoration in its existing location.

- Fabric

Means all the physical material of a historic heritage place, including sub-surface material, structures, and interior and exterior surfaces, patina of age; fixtures and fittings; and gardens and plantings.

- Features

A physical entity within a scheduled historic heritage place that is discernible as an individual element within the place. A feature can be an archaeological feature, such as pits, terraces or a midden; a building, object or structure.

- Restoration

To return the existing fabric of a historic heritage place to a known earlier state by reassembling and reinstating existing components in accordance with known earlier details without introducing new material, and/or removing additions or accretions that detract from its historic heritage value.

Objectives

1. A scheduled historic heritage place is protected and conserved while enabling appropriate, use, maintenance and repair.
2. A scheduled historic heritage place is protected from inappropriate demolition or destruction and the adverse affects of development and/or subdivision.

Policies

Use, maintenance and repair of scheduled historic heritage places

1. Allow for the use of a scheduled historic heritage place where the proposed use:
 - a. will not detract from the significance of the place
 - b. will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place
 - c. is in accordance with good practice conservation principles and methods
 - d. will not result in immediate or cumulative damage of the place
 - e. will secure the long-term viability and retention of the place and not lead to adverse effects on the surrounding area.
2. Allow use of a scheduled historic heritage place, broader than those provided for in the zone or overlay, where it does not detract from the heritage values of the place and supports its protection and conservation.
3. Encourage and allow maintenance and repair appropriate to the scheduled historic heritage place where it is:
 - a. based upon a clear understanding of the heritage values of the place
 - b. undertaken in accordance with good practice conservation principles and methods.
4. Support use, maintenance and repair appropriate to scheduled historic heritage places through such measures as:
 - a. reducing or waiving of consent application costs
 - b. consider granting consent to infringing development controls for underlying zones provided this does not result in significant adverse environmental effects

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- c. the availability of funding, grants
- d. provision of expert advice to land owners.

Development and modification to scheduled historic heritage places

5. Require the assessment of the effects for proposed works to a scheduled historic heritage place to address all impacts the works may have on heritage values, the significance of the place, and its setting.
6. Require modifications to a scheduled historic heritage place to maintain or enhance the heritage values of the place, by:
 - a. recovering or revealing heritage values
 - b. removing features or additions that compromise the heritage values of the place
 - c. minimising the loss of fabric that contributes to the heritage values and level of significance of the place
 - d. not compromising the ability to interpret the place and the relationship to other heritage places
 - e. complementing the form and fabric which contributes to, or is associated with, the heritage values
 - f. retaining and integrating heritage values
 - g. avoiding significant adverse effects on the place, such as loss, destruction or subdivision that would reduce or destroy its heritage values.
7. Require development proposals that affect one or more places with identified historic, cultural or natural values to consider:
 - a. the effects on all values
 - b. the relationship between the places
 - c. the effects on the landscape.
8. Allow subdivision of a scheduled historic heritage place only if:
 - a. it supports use and development that is complementary to the heritage values of the place
 - b. all heritage values associated with the place have been considered and adverse effects are minimised.

Demolition or destruction of scheduled historic heritage places

9. Prevent the destruction, partial, total or substantial demolition or destruction, or relocation beyond the site of the primary features of a Category A scheduled historic heritage place.
10. Avoid the destruction, partial, total or substantial demolition or destruction, or relocation, of Category A* primary features and Category B features, and other features located within a scheduled historic heritage place unless:
 - a. the action is required to allow for significant public benefit that could not otherwise be achieved
 - b. the significant public benefit outweighs the retention of the feature, or parts of the feature.
11. Provide for the temporary and reversible dismantling of parts of buildings or structures where this is necessary for the purposes of seismic strengthening, restoration or repair.
12. Support, in general, the partial, total or substantial demolition or destruction, or relocation of features, or parts of features, that detract from the heritage values of a scheduled historic heritage place or are identified as non-contributing within a scheduled historic heritage area.

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Historic heritage areas

13. Enable development and use of non-contributing places or features within an historic heritage area where these are compatible with the historic heritage values of the area.

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3 Special Character

3.1 Business and residential special character areas

Overlay description

This overlay seeks to retain and manage identified special character values of specific residential and business areas. Each overlay is supported by a special character statement identifying the key attributes or qualities of the area for maintenance, retention and enhancement. Assessment of proposals for activities, development and modifications to places within special character areas will be considered against the special character statements.

Controls have been placed on use, development and demolition of buildings to manage change in these areas. The level of control varies according to the intent of the overlay and may be more restrictive than the underlying zone.

Special character areas are identified as having either business or residential values. Special character areas are provided for as follows:

1. Special Character business
2. Special Character residential including:
 - a. Helensville
 - b. Isthmus A
 - c. Isthmus B
 - d. Isthmus C
 - e. North Shore
 - f. general.

Objectives

All special character areas

1. The special character values of the area, as identified in the special character statement, are maintained and enhanced, including the history, community associations and the overall notable or distinctive aesthetic or physical qualities of the area.
2. The physical attributes that define, contribute to, or support the character of the area are retained, including:
 - a. built form, design and architectural values of buildings and their contexts
 - b. streetscape qualities, including historical form, subdivision and patterns of streets and roads
 - c. landscape qualities and/or natural features including topography, vegetation and open spaces.
3. Activities and development that detract from or undermine the special character of the area are avoided.

Isthmus A

4. The survival of the form and pattern of subdivision, buildings and streetscape in Auckland's early-established residential neighbourhoods as identified in the special character statement, is ensured.

Isthmus B and Isthmus C

5. The architectural values of buildings which contribute to the special character of the streetscape as identified in the special character statement are maintained.

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Isthmus B

6. The landscape qualities of those residential areas which display a special blend of built and natural features, generally involving period housing, coupled with the presence of trees as identified in the special character statement are maintained.

Isthmus C

7. The landscape qualities of those residential areas which display a special blend of built and natural features, generally involving period housing, coupled with distinctive landforms and the presence of trees as identified in the special character statement are maintained.
8. The visual and physical integrity of outstanding volcanic features such as volcanic cones, tuff rings and explosion craters in residential areas are protected.
9. The special character of the residential areas which occupy volcanic cones, volcanic features and particular coastal cliffs are protected, and the relationship between the legacy character of development and the natural character of the wider landform are maintained and enhanced.

North Shore

10. The landscape qualities of residential areas that display a special blend of built and natural features, generally involving period housing coupled with the presence of trees, are maintained and enhanced.
11. The topographic qualities and the distinctive landforms that contributed to the development of built form and subdivision patterns in residential areas are maintained and enhanced.

Policies

All Special Character overlays

1. Require all development and redevelopment to have regard and respond to the special character and the context of the area.
2. Maintain the architectural values of buildings as identified in the special character statement.
3. Maintain and do not detract from the continuity or coherence of the special character, particularly streetscape qualities through alterations, additions and modifications to the built form.
4. Retain and enhance the built form, design and architectural values of the area by controlling new buildings, alterations, additions and modifications in a way that:
 - a. is sympathetic in design, scale and massing, and is of a compatible form which contributes to, supports or defines the special character of the area
 - b. enables the removal of additions and features that compromise the special character of the building or wider area
 - c. minimises the loss of fabric and encouraging maintenance and repair
 - d. requires new fabric and surface finishes to be compatible with the age, detailing and original finish
 - e. recovers or reveals character values of buildings and features.

Protection and use of Special Character business overlay

5. Identify and protect the character of the areas that reflect historical patterns of commercial development.
6. Identify and manage individual buildings that either support or contribute to the special character, according to the following descriptions:
 - a. character-defining – makes a considerable contribution to the character of the area because of historical, physical attributes and/or social values

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- b. character-supporting – makes a moderate contribution to the character of the area. The building should contribute to the appearance, quality, and identity of the area and should be consistent with the values of character-defining places.
- 7. Require new buildings or additions to existing buildings, which adjoin or are adjacent to character-defining or character-supporting buildings, to respond sympathetically to the context of the area by providing contemporary and high-quality design which respects and enhances the built form and streetscape of the area.
- 8. Require the height of development to be compatible and respect the special character and scale of development.
- 9. In the case of Howick special character business overlay, particular attention is to be given to the intimate scale of buildings in Picton Street, the views to and from Stockade Hill and from the Ridge Road entry to Howick.

Alterations to buildings in Special Character residential North Shore overlay

- 10. Require car parking and garaging, where appropriate, to respond to the context and traditional streetscape of the area. Encourage, where practical, the construction of garages and carports to the rear of, underneath (where appropriate in terms of topography), or alongside the building on the site to ensure the front garden and façade remain visible to the streetscape.

Alterations to buildings in Special Character business overlay

- 11. Require alterations, for special character defining buildings, to be in keeping with and sympathetic to, the established context, adjacent character buildings, and development patterns. Materials should be similar or sympathetic to the existing and should retain or reveal the architectural form, proportion and style of the building.
- 12. Require alterations, for special character supporting buildings, to be sympathetic to the materials, scale, massing, form and proportion of the existing building, and the context of the area.

Total or substantial demolition of buildings in all Special Character overlays

- 13. Avoid the removal, demolition or substantial demolition of buildings and features that define, contribute to or support the special character of the area.
- 14. Support, in general, the demolition of buildings and features that detract from the character of the area.
- 15. Require any proposal to demolish or remove a special character defining or supporting building, or a significant part of the building, to be accompanied by an assessment of effects on the streetscape of the area and the structural integrity of the building.

Total or substantial demolition of identified special character defining and supporting buildings in Special Character business overlay

- 16. Require any proposal, for demolition or removal of a special character defining or supporting building, to demonstrate that the loss of the building would not:
 - a. diminish the character of the area
 - b. represent the loss of a place that has considerable heritage value in its own right
 - c. disrupt important links between other special character defining or supporting places or features in the area.

Total or substantial demolition of character buildings in Special Character residential North Shore

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overlay

17. Retain houses that contribute to the historical context and streetscape of the neighbourhood, and provide a visual record of traditional settlement patterns.

Redevelopment and/or new buildings in Special Character overlays

18. Manage development and change to retain and enhance the places, features, qualities and attributes that contribute to the context and streetscape of the area.
19. Encourage the retention of features such as stone walls, fences, paths and historic plantings.
20. Avoid subdivision, use and development where it is unsympathetic to the historical form and pattern of the area.
21. Require the design of new buildings and alterations to existing buildings to maintain the special character of the context of those buildings.

Protection and use of Special Character general overlay

22. Identify and manage individual buildings or landscape features that either support or contribute to the special character of the area, according to the following descriptions:
 - a. character-defining – makes a considerable contribution to the special character of the area because of legacy, physical attributes, streetscape, landscape and/or social values
 - b. character-supporting – makes a moderate contribution to the special character of the area. The place should contribute to the appearance, quality, and identity of the area and should reinforce the values of special character-defining places.
23. Require development and change within the special character area to retain and maintain those features, qualities and attributes that contribute to the special character, such as:
 - a. subdivision pattern and density
 - b. built form and original fabric
 - c. location on the site
 - d. streetscape and context
 - e. visual relationship with the street or landscape features
 - f. landscape, vegetation and topography.
24. Allow only those activities which are compatible with the special character of the area, with limited scope for other activities where this protects and retains the historical character of the area.

Special Character residential Isthmus A

25. Maintain the authentic character of the zone in relation to activities and development, and by preventing other work which is not in sympathy with the special character.
26. Require renovation and new building construction in a manner which maintains the historical form, pattern, intensity and grain of buildings and streetscape in the areas to which the zone is applied.
27. Maintain the special level of amenity that exists in the area, against the adverse effects of more intensive non-residential activities.
28. Impose provisions which seek to maintain and as appropriate enhance the amenity of the streetscape appearance of these areas through controlling structures in the front yard and through road maintenance and improvements compatible with the character of the vicinity.

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29. Provide for activities to be conducted in existing buildings that can ensure the restoration and maintenance of the fabric of any building on the site, where the building is of the characteristic historical period.
30. Encourage, where practical, the construction of garages and carports to the rear of, underneath (where appropriate in terms of topography), or alongside the building on the site to ensure the front garden and façade remain visible to the streetscape.
31. Control the demolition/removal of buildings constructed prior to 1940 where they contribute positively to the special character of the streetscape.

Special Character residential Isthmus B

32. Ensure renovation of existing buildings and new buildings maintain the historical form and pattern of buildings, open space and distinctive streetscapes of areas included in the zone.
33. Maintain the architectural values of period housing predominant in the street.
34. Control the demolition/removal of buildings constructed prior to 1940 where they contribute positively to the special character of the streetscape.
35. Maintain the quality of spaciousness which characterises areas included in the zone.
36. Require the retention of the larger trees, located on private property, roads and reserves, which give areas included in the zone a distinctive character.
37. Require replacement planting to maintain the landscape qualities and spaciousness of areas in this zone. Replacement with indigenous trees will be encouraged when this is the traditional pattern of planting in the area or when an indigenous tree has been removed.
38. Ensure that the spacious and well-landscaped front yards which are typical of land in this zone retain a reasonable degree of visibility from the street.

Streetscape Character, Streetscape Value or Character of the Streetscape means:

The image and perception of a street which includes the composition of elements in a street, that combine to create the urban landscape, including the natural and built features and the spatial qualities of the street.

This definition applies to only the Special Character residential Isthmus B overlay area and does not apply to any other parts of the Unitary Plan.

Special Character residential Isthmus C

39. Control subdivision, use and development to ensure that natural and cultural heritage values of volcanic features are maintained.
40. Ensure that new development does not encroach visually on the natural character of the land above the existing residential development on volcanic features.
41. Restrict any earthworks to a minimum so as not to detrimentally affect the form and texture of volcanic landscapes.
42. Ensure that no new development in the overlay visually offends or competes with the form, texture and natural character of the volcanic cone, volcanic features or coastal cliff it occupies.
43. Maintain the scale, massing and colour of development, and maintaining and enhancing the pattern of vegetative cover in the overlay as necessary to protect the natural character.
44. Maintain the authenticity of character of land included in the zone in relation to activities, development, and by preventing other work which is not in sympathy with the identified special character.

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45. Ensure additions and alterations to existing buildings and new buildings maintain the legacy form and pattern of buildings, open space and distinctive streetscapes of land included in the overlay.
46. Maintain the architectural values of period housing predominant in the street.
47. Control the demolition/removal of buildings constructed prior to 1940 where they significantly contribute to the special character of the streetscape.
48. Maintain the open or treed character of land included in the zone.
49. Require the retention of the larger trees, located on private property, roads and reserves, which give land included in the overlay a distinctive character.
50. Require, where appropriate, replacement planting of trees to maintain the landscape qualities and spaciousness of areas in this overlay.
51. Ensure that the spacious and well-landscaped front yards which are typical of land in this zone retain a reasonable degree of visibility from the street.

Streetscape Character, Streetscape Value or Character of the Streetscape means:

The perception of a street, arising out of the relationship between the built features (houses, fences and other structures) and the surrounding distinctive natural landforms over which the street is laid out. Important to this perception is the disposition of the built features in those landforms (volcanic cones, volcanic features and coastal cliffs) and how these then define the landscape quality of the street.

This definition applies to only the Special Character Residential Isthmus C overlay areas and does not apply to any other parts of the Unitary Plan.

Alterations in the Special Character general overlay

52. Require additions, alterations, subdivision and new buildings to protect and respond positively to the special character of the area.
53. Require changes to landscape, vegetation or topographical features to retain and enhance, and not to detract from, the special character of the area, where these features contribute to the special character of the area.
54. Require the provision of car parking, garaging and accessory buildings to retain and enhance, and not to detract from, the special character of the area.

Total or substantial demolition in the Special Character general

55. Require any proposal for demolition or removal of a character-defining or character-supporting place or feature to demonstrate that the loss of the place or feature would not:
 - a. diminish the overall special character value of the area
 - b. represent the loss of a place or feature that has at least considerable character value in its own right
 - c. disrupt important links between other character-defining and character-supporting places or features
 - d. result in cumulative adverse effects.

Redevelopment and/or new buildings in Special Character overlays

56. Manage development and change to retain and enhance the places, features, qualities and attributes that contribute to the special character and streetscape of the area.

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57. Encourage the retention of special features such as stone walls, fences, paths and historic plantings.
58. Avoid subdivision, use and development where it is unsympathetic to the special form and pattern of the area.
59. Require the design of new buildings and alterations to existing buildings to respond to the character of the area.
60. Control the intensity of development and redevelopment on infill sites to protect and respond positively to the special character of the area.

Landscape/ streetscape in Special Character general overlay

61. Encourage the retention of mature and native trees that contribute to, support or define the special character of the area, including its landscape or streetscape values.
62. Avoid the loss of landscape, vegetation or topographical features that contribute to, support or define the special character of the area.
63. Require road maintenance and street works to be carried out in a manner which protects and responds positively to the special character of the streetscape.

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3.2 Pre-1944 Building Demolition Control

Overlay description

This overlay applies to areas in Auckland identified as having been settled pre-1944. It does not include those pre-1944 settlement areas already subject to the Special Character overlay.

The overlay proposes a precautionary approach to demolishing residential and non-residential buildings. This is to address concerns that unscheduled historic heritage buildings and places, or groups of special character buildings that contribute to the streetscape or character of a neighbourhood, will be lost before an evaluation is done. Once evaluation has been done, additional historic heritage or special character areas may be added to the Unitary Plan and this overlay amended by a plan change.

This overlay does not apply to isolated pre-1944 buildings that fall outside areas covered by this overlay, such as standalone buildings which have become surrounded by more recent buildings.

Objectives

1. The historic heritage of buildings and places and the special character of groups of buildings in parts of Auckland settled before 1944, that are not within the existing special character areas, are retained.
2. Areas included in the pre-1944 overlay are appropriately evaluated against historic heritage and special character values prior demolition or removal.

Policies

1. Identify those parts of Auckland that were settled pre-1944 and are not currently subject to the historic heritage or special character overlay.
2. Manage the demolition and removal of buildings within the pre-1944 settlement areas, so that:
 - a. buildings with significant historic heritage values are retained
 - b. groups of buildings with significant special character values, including architectural values that contribute to the distinctive quality of the neighbourhood or streetscape are retained.
3. Amend the pre-1944 building demolition control overlay through a variation or a plan change once historic heritage and character area assessments have been completed, and either historic heritage and/or special character places have been identified and included in the Unitary Plan through that variation or plan change.
4. Allow an additional building to be constructed at the rear of a confirmed pre-1944 building, provided it does not compromise the historic heritage or special character values of the pre-1944 building or the contribution that building makes to the streetscape or neighbourhood.

4 Built Environment

4.1 Auckland War Memorial Museum Viewshaft

Overlay description

Auckland War Memorial Museum is located in a prominent location within Auckland Domain.

The museum is a landmark building with historic, community and architectural significance and is one of Auckland's most popular vantage points. Sited on relatively low grounds in relation to the surrounding ridges, the view to and from the museum could be easily compromised or lost through the erection of tall buildings. The combination of landform, dominant building presence and setting contribute to the museum's unique visual quality. Special visual protection measures are applied to secure the highly appreciated views and aspect qualities associated with this historic heritage place. These controls limit building height and include parapets, chimneys communications antennae, support structures, housing, building services components and advertising signs.

Objective

1. Significant views to and from the Auckland War Memorial Museum are protected.

Policy

1. Prevent the visual intrusion of buildings and structures into current, identified views to and from the museum.

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4.2 Indicative Roads and Open Space

Overlay description

The location of indicative roads play an important part in creating connections for new communities in greenfields areas. The ad hoc development of roads can result in poor outcomes in terms of access, design and how an area functions. Similarly for indicative open space, it is important that:

- adequate open space is provided at the time of subdivision
- there are connections between areas of open space within a subdivision
- connections with the open space network beyond the immediate area.

It is important that roads and open space networks function as intended through the subdivision process.

Objective

1. A connected road and open space network is provided at the time of subdivision.

Policy

1. Require sites to be served by a road and open space network which is integrated with the existing and proposed road and open space network at the time of subdivision.

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4.3 Ridgeline Protection

Overlay description

Auckland contains a number of prominent ridgelines that geographically mark the edges of Auckland's urban areas and provide an important visual backdrop. Appropriate placement and scale of buildings is important to ensure these qualities are protected and maintained.

These include the ridgelines of Waitakere Ranges and the significant Scenic Drive scarp which are within the Waitakere Ranges Heritage Area and are therefore afforded a higher level of protection.

Objective

1. The visual landscape qualities of Auckland's ridgelines provide a visual backdrop to urban Auckland.

Policy

1. Control the location and scale of buildings to ensure they do not protrude above or dominate the identified ridgelines when viewed from a public place.

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4.4 City Centre Fringe Office

Overlay description

The City Centre Fringe Office overlay applies to areas of the Mixed Use zone and Local Centre zone in the fringe area around the city centre.

The purpose of the overlay is to enable intensive office activities close to the city centre, where public transport services are excellent. This is achieved by removing the GFA limitation on office activities.

Objective

1. Intensive office opportunities exist in commercial areas surrounding the city centre.

Policy

1. Provide opportunities for substantial office activities in the Mixed Use zone and the Local Centre zone in areas surrounding the city centre, recognising their proximity to the city centre and availability of excellent public transport services.

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4.5 Identified Growth Corridor

Overlay description

The overlay is applied to a limited number of significant road corridors or significant segments of these corridors. The purpose of the overlay is to provide additional opportunity to those commercial activities (predominantly retail activities) that:

- may not be appropriate for, or are not able to locate in centres due to the size, scale or nature of the activity, and
- are not typically provided for in the underlying zone.

Where commercial activities are enabled by an identified growth corridor, these should:

- respect the current land uses and the outcomes anticipated by the underlying zone
- support a compact urban form
- maintain the safety and efficiency of the road network and promote integrated transport
- not diminish the function and viability of the city centre, metropolitan, town and local centres.

The overlay only relates to those sites that have direct frontage to the identified growth corridor.

The overlay is a policy overlay. It does not change the activity status of land use activities within the overlay area. It provides additional objectives and policies that must be considered when assessing a proposal for a resource consent.

Objectives

1. A mix of compatible commercial activities that may not be appropriate for, or are not able to locate in centres, is provided for, that will not have a significant adverse effect on the vitality and viability of centres.
2. An improved amenity and street environment that integrates with the transport network.
3. A range of commercial activities that minimises adverse effects on existing development in the surrounding area.

Policies

1. Apply the overlay only to those sites which have direct frontage to the identified growth corridor.
2. Assess applications for commercial activities against the RPS - [Commercial and Industrial Growth](#), Policy 7.

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Figure 1: Identified Growth Corridor locations - Lincoln Road



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4.6 Local Public Views

Overlay description

In addition to the distinctive volcanic landscape and regionally significant Outstanding Natural Landscapes and Outstanding Natural Features, Auckland's wider landscape and maritime setting provides a sense of identity at the local level. Individual viewing points, and their significant viewshafts from public places, contribute to the unique character of many of our neighbourhoods and coastal areas. Although many significant local views are naturally self-preserved by topography or proximity to the coast and require no specific protective restrictions, some are in prominent public locations but could be obstructed by buildings occurring in the foreground. These viewing points and the views from them have been identified to ensure the benefits they provide are retained for future generations.

Objectives

1. Views to locally significant viewshafts are protected.

Policies

1. Identify significant local public viewshafts using the following criteria:
 - a. the extent to which the public viewshaft contributes to the aesthetic value or visual legibility of the wider natural landscape
 - b. the community association with, or public appreciation of, the values of the viewshaft
 - c. the visual coherence, unity or integrity of the viewshaft and its view
 - d. the potential value of the viewshaft for public education, including known historic associations in relation to the site where the viewshaft originates.
2. Manage development on sites within the viewshafts to avoid adverse physical and visual effects on the viewshaft including adverse cumulative effects on the viewshaft.
3. Require public access to be maintained to the viewing point where the viewshaft originates.

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5 Mana Whenua

5.1 Sites and Places of Significance to Mana Whenua

Overlay description

The Sites and Places of Significance to Mana Whenua overlay identifies sites and places that have been scheduled and protected for their significance to Mana Whenua. Where there is sensitive information regarding the significance of the sites and places special protocols agreed with Mana Whenua will outline the management of this information.

Mana Whenua are aware of many other sites and places that may be equally or more significant, and acknowledge there may be shared interests over scheduled locations. It is intended to identify further sites and places nominated by Mana Whenua through future plan changes including those identified through other legislation.

Objective

[rcp/dp]

1. The tangible and intangible values of scheduled sites and places of significance to Mana Whenua are protected and enhanced.

Policies

[rcp/dp]

1. Avoid adverse effects on the values of scheduled sites and places of significance to Mana Whenua.
2. Require subdivision, use and development to:
 - a. enhance the values of the scheduled site or place of significance and the relationship of Mana Whenua with their tāonga, commensurate with the scale and nature of the proposal
 - b. incorporate mātauranga, tikanga and Mana Whenua values, including spiritual values
 - c. incorporate the outcomes articulated by Mana Whenua through consultation and within iwi planning documents
 - d. demonstrate consideration of practicable alternative methods, locations or designs that would avoid or reduce the impact on the values of scheduled sites and places of significance to Mana Whenua
 - e. include mitigation that is compatible with Mana Whenua values and is commensurate with the extent of the effects
 - f. encourage preservation of the scheduled site or place and its values
 - g. demonstrate consideration of practical mechanisms to maintain or enhance the ability to access and use the scheduled site or feature for karakia, monitoring, customary purposes and ahikā roa by Mana Whenua
 - h. avoid:
 - i. excavation or earthworks near a scheduled site or place of significance to Mana Whenua
 - ii. the use of scheduled sites and places of significance to Mana Whenua for infrastructure.
3. Demonstrate a proposed construction methodology that includes:
 - a. the location of equipment and construction materials including soil and vegetation
 - b. the duration and timing of works.
4. Reflect the relationship of the scheduled site or place of significance with context of the Māori cultural landscape through the incorporation of:
 - a. the design of proposed structures

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- b. landscaping and vegetation including removal and replanting
 - c. landform modification
 - d. maintenance of view shafts to and between locations containing Mana Whenua cultural heritage
5. Whether the proposed activity is appropriate considering the nature of the scheduled site or place of significance and the associated values.
 6. Manage subdivision so that scheduled sites and places of significance to Mana Whenua are not split into multiple land parcels.
 7. Provide incentives to encourage the protection and enhancement of scheduled sites and places of significance to Mana Whenua.

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5.2 Sites and Places of Value to Mana Whenua

Overlay description

The Sites and Places of Value to Mana Whenua overlay identifies sites and places where the presence of Mana Whenua cultural heritage has been confirmed, but their significance has not yet been assessed in detail. These may include sites and places identified within the New Zealand Historic Places Trust register. These sites and places are protected as they are of Māori origin and may contain Mana Whenua values which must be recognised and provided for. Where there is sensitive information regarding the values of the sites and places, special protocols agreed with Mana Whenua will outline the management of this information.

Objective

[rcp/dp]

1. The tangible and intangible values of sites and places of value to Mana Whenua are protected and enhanced.

Policies

[rcp/dp]

1. Require a cultural impact assessment where the location of sites and places of value to Mana Whenua have been confirmed and where existing information indicates a likelihood of their disturbance or effects on their values.
2. Avoid adverse effects on the values of sites and places of value to Mana Whenua.
3. Require subdivision and earthworks to:
 - a. avoid adverse effects on the values and associations of Mana Whenua with their sites and places of value
 - b. incorporate mātauranga, tikanga and Mana Whenua values
 - c. incorporate the outcomes articulated by Mana Whenua through consultation, within cultural impact assessments and within iwi planning documents.

6 Natural heritage

6.1 Notable Trees

Overlay description

Individual trees and groups of trees that have met the notable tree criteria are considered to be among the most significant trees in Auckland. These trees have been specifically identified to ensure the benefits they provide are retained for future generations.

Objective

1. Notable trees and notable groups of trees are retained.

Policies

1. Require subdivision and development to retain the notable trees and notable groups of trees.
2. Provide education, advice to encourage the protection of notable trees and notable groups of trees in rural and urban areas.
3. Require notable trees and notable groups of trees to be protected from inappropriate subdivision use and development by considering:
 - a. the specific values of the tree or trees including the values for which a tree or trees have been identified as notable
 - b. the likelihood of significant adverse effects to people and property from the trees
 - c. the degree to which the subdivision and future development accommodates the protection of existing notable trees or notable groups of trees
 - d. the extent to which the pruning, vegetation alteration or vegetation removal is necessary to accommodate permitted development on the site
 - e. any alternative methods that could result in retaining trees on the site, road or reserve
 - f. whether minor infringements of the development controls would encourage the retention and enhancement of notable trees or notable groups of trees on the site
 - g. whether the proposed mitigation adequately compensates for the values that notable tree or notable group of trees provides where removal of a notable tree is considered
 - h. whether the proposal is consistent with accepted modern arboriculture practice
 - i. methods to contain and control plant pathogens and diseases such as kauri dieback and Dutch elm disease including measures for preventing the spread of soil and the safe disposal of plant material
 - j. the provision of a tree management or landscape plan
 - k. the ways in which the tree can be protected in perpetuity on the site.

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7 Natural resources

7.1 High-use Aquifer Management Areas

Overlay description

Aquifers are important as direct sources of water supply for domestic, industrial and rural use. They are also the major contribution to the base flow of many streams, particularly in the southern parts of Auckland. As such aquifers contribute to the overall quality and diversity of surface water bodies. Some aquifers are under threat, by being more than 50 per cent allocated to provide water to users, as well as being major sources of spring and stream flow. They are also adversely affected by over pumping or are in areas of high potential growth, where they are likely to become highly allocated over the life of the Unitary Plan. These aquifers are identified as High-Use Aquifer Management Areas.

Careful management of water availability in these aquifers is required to meet user needs and at the same time maintain base flows for surface streams. This means that most proposals to take or use groundwater from aquifers will be assessed through the resource consent process.

The rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objectives

[rp]

1. Aquifers identified in High-Use Aquifer Management Areas are managed so they can continue to meet existing and future water take demands and provide base flow for surface streams.
2. Where applicable, the Vision and Strategy for the Waikato River in Schedule 2 of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 is recognised in the management of aquifers in the lower catchment of Auckland.

Policies

[rp]

1. Manage proposals to take and use water from High-Use Aquifer Management Areas (Table 1) to prevent groundwater allocation exceeding availability, having regard to [Appendix 5.5](#).
2. Require resource consents for all proposals to take and use water from High-Use Aquifer Management Areas (Table 1), other than takes permitted by s. 14(3) (b) of the RMA, to assess the impacts of the abstraction proposal on water availability levels and to take account of new information on water availability as it becomes available.

Table 1: High-use aquifer management areas

Aquifer name	Description
Kumeū Waitematā	Refers to all aquifers below the ground surface shown on the overlay
Omaha Waitematā	Includes all rocks of the Waitematā Group, but does not include alluvium (Tauranga Group) or the underlying greywacke rocks (Waipapa Group)
Tomarata Waitematā	Refers to all aquifers below the ground surface
Mahurangi Waitemata	Includes all rocks of the Waitematā Group, but not the overlying Tauranga Group, Mahurangi Limestone or Mangakahia Complex.
Onehunga Volcanic	Includes all rocks of the Auckland Volcanic Field within the area shown on the overlay, all aquifers below the ground and above the Waitematā Group rocks
Mt Wellington Volcanic	Includes all rocks of the Auckland Volcanic Field within the area shown on the overlay, all aquifers below the ground and above the Waitematā Group rocks.
Waiheke	Refers to all aquifers

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Aquifer name	Description
Manukau Waitematā	Includes all rocks of the Waitematā Group, but not the overlying Tauranga Group or Kaawa Formation
Manukau Southeast Kaawa	Refers to Kaawa Formation only. It may be overlain by Auckland volcanic field or Tauranga Group which are not included. The underlying Waitematā Group is not included.
Clevedon East Waitematā	Includes all rocks of the Waitematā Group, but not the underlying greywacke (Waipapa Group) or the overlying Tauranga Group or Kaawa Formation
Clevedon West Waitematā	Includes all rocks of the Waitematā Group, but not the underlying greywacke (Waipapa Group) or the overlying Tauranga Group or Kaawa Formation
Franklin Volcanic	Comprises the following aquifers: i. Bombay volcanic ii. Glenbrook volcanic iii. Pukekohe North Volcanic 2012 iv. Pukekohe South Volcanic 2012 (in Auckland Council area only) Includes all aquifers from the ground surface to the base of the South Auckland volcanic field, but not the underlying Kaawa Formation or Waitematā Group
Franklin Kaawa	Comprises the following sub-zones i. Franklin Kaawa West ii. Franklin Kaawa East Refers to Kaawa Formation only. It may be overlain by South Auckland volcanic field or Tauranga Group which are not included. The underlying Waitematā Group is not included
Drury Sand	Includes Tauranga Group and Kaawa Formation but does not include overlying South Auckland volcanic field or underlying Waitematā Group
Waiwera Geothermal	Refers to all geothermal aquifers below the ground surface
Parakai Geothermal	Refers to all geothermal aquifers below the ground surface

Notes:

1. Plan users are referred to Geology of the Auckland Area, 1:250,000 Geological Map 3, Institute of Geological and Nuclear Sciences, Edbrooke (2001), for further guidance.
2. The spatial extent of these aquifers on the ground surface under which the aquifers are located is identified on the aquifers overlay. However, the three-dimensional nature of aquifers is difficult to portray on a map. There may be more than one aquifer under the areas identified on the overlay. Only the aquifers listed above are High-Use Aquifer Management Areas. Aquifers not listed above, but located under the areas identified on the aquifers overlay are not High-Use Aquifer Management Areas.

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7.2 Quality-sensitive Aquifer Management Areas

Overlay description

These aquifers are shallow and unconfined and therefore susceptible to pollution from surface sources, such as excess fertiliser application or discharges of contaminants such as stormwater or sewage. The potential for contamination is highest in the volcanic aquifers where discharge to aquifers is most direct. They are important sources of water for rural and industrial purposes, as well as providing base flow to surface streams in some areas.

Rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objective

[rp]

1. Rivers and streams in Auckland with high natural character and high ecological values are protected.

Policies

[rp]

1. Recognise the sensitivity of the following aquifers to groundwater contamination and minimise the discharge of contaminants in these Quality-Sensitive Aquifer Management Areas:
 - a. rural aquifers - Kaipara sand, Franklin volcanic and Āwhitu sand
 - b. urban aquifers - Auckland isthmus volcanics, including the Onehunga and Mt Wellington aquifers.
2. Discourage the discharge of contaminants where they are likely to have significant adverse effects on groundwater quality within Quality-Sensitive Aquifer Management Areas.
3. Maintain the quality of the Onehunga aquifer as a source of municipal water supply for Auckland and minimise the risk of chemical spills into ground or into stormwater drains in the catchment.

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7.3 High-use Stream Management Areas

Overlay description

A number of streams in Auckland are under pressure from demands to take water, or use water for a number of purposes. The high use of these streams creates conflicts between the amount of water being abstracted, the amount of water needed to be left in the stream for other uses, such as assimilating the adverse effects of discharges, and the amount of water required to maintain ecological values and base flows. Management of high-use streams can be particularly difficult during summer months when stream flows are generally at their lowest.

Rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objectives

[rp]

1. Water continues to be available from high-use streams while safeguarding the life-supporting capacity and amenity values.
2. Where applicable, the Vision and Strategy for the Waikato River in Schedule 2 of the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 is recognised.

Policies

[rp]

1. Manage the following streams as High-Use Stream Management Areas which includes all the streams within the following catchments and sub-catchments:
 - a. Whangaripo stream, a sub-catchment of the Hōteio river catchment
 - b. Mahurangi river
 - c. Waitoki, Waikahikatea and Waipapakura streams, sub-catchments of the Kaukapakapa river catchment
 - d. Waimauku stream and Kumeū river, sub-catchments of the Kaipara river catchment
 - e. Puhinui stream in Manukau area
 - f. Taitaia stream, a sub-catchment of the Wairoa river catchment
 - g. Hays creek in Papakura area
 - h. Ngakoroa, Mauku and Waitangi streams in the Franklin area.
2. Require proposals that take or use water from a High-Use Stream Management Area to:
 - a. ensure that other water takes can continue to operate
 - b. maintain in stream ecological and Mana Whenua values
 - c. maintain the stream's amenity values.
3. Proposals to discharge contaminants into high-use streams or into or onto land where they may percolate into high-use streams, must avoid, remedy or mitigate their adverse effects on other uses of these streams and, in particular avoid reducing their assimilative capacity.

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7.4 Natural Stream Management Areas

Overlay description

The Natural Stream Management Areas overlay is comprised of river and stream reaches with high natural character and high ecological values.

Natural Stream Management Areas generally have an unmodified river or stream bed with existing indigenous riparian vegetation on both sides. The presence of indigenous riparian vegetation indicates that the river or stream has high ecological values and water quality, keeping water temperatures constant and filtering contaminants and sediments from surface flows entering the stream. Natural Stream Management Areas are important for native fish and macro-invertebrates particularly providing fish passage, habitat, food sources and breeding areas. Many Natural Stream Management Areas are located in the upper reaches of a catchment or in reserve areas with generally high water quality. The combination of suitable temperature, pH and water quality and the presence of native aquatic plants and aquatic fauna are collectively referred to as "in-stream values".

The rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objective

[rp]

1. Rivers and streams in Auckland with high natural character and high ecological values are protected.

Policies

[rp]

1. Identify and protect the in-stream values and riparian margins of Natural Stream Management Areas, which are areas of rivers and streams and associated riparian vegetation that meet the following criteria:
 - a. any river or stream with predominantly indigenous riparian vegetation cover along a length (reach) of at least 600m and:
 - i. an average total width of vegetation cover of 80m i.e. an average width of 40m on either side
 - ii. a minimum total width of vegetation cover of 10m from the stream edge for a length not exceeding 10 per cent of the total reach
 - b. where there are cleared areas for tracks and stream crossings, these are included in the measurements of vegetation length and width.
2. Allow water takes and contaminant discharges only where they are of a scale and type that protects the in-stream values of these rivers and streams.
3. Maintain and where possible enhance fish passage between the CMA and the upstream extent of these Natural Stream Management Areas.
4. Avoid structures and activities in Natural Stream Management Areas that disturb, damage, remove or replace the natural bed and course of the river or stream and its associated indigenous riparian vegetation.

Note:

A Natural Stream Management Area may be determined from measurements taken from an aerial photograph or an accurately scaled plan. Natural Stream Management Areas are shown indicatively in this overlay. To avoid doubt, the criteria stated in Policy 1 above are the primary reference for defining these areas. Compliance will be determined with reference to the criteria in Policy 1 and not the mapped overlay.

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7.5 Stormwater Management Area - flow

Overlay description

The Stormwater Management Area: Flow overlay seeks to protect and enhance Auckland's rivers, streams and aquatic biodiversity in urban areas.

Auckland has numerous small and narrow urban rivers and streams. Despite their small size, these rivers and streams are home to much of our freshwater aquatic biodiversity and have amenity values. These values are threatened by the effects of on-going urban development.

The creation of impervious surfaces in a catchment undergoing development increases the flow rate and volume of stormwater runoff. This change in hydrology, unless managed, can have a significant adverse effect on streams within the catchment, including accelerating river and stream erosion and bank instability, particularly in steeper upper catchment areas, and creating hydrological conditions that do not support healthy aquatic ecosystems. In developed urban catchments with large areas of impervious surface, increased runoff is one of the primary causes of degraded river and stream health, and also causes loss of land (including undermining buildings) and amenity values.

However, in areas that are yet to be developed, or where development is at low levels, development can be enabled while also protecting and enhancing in-stream biodiversity and other river and stream values by reducing and managing stormwater runoff, and other measures such as enhancing riparian margins. Redevelopment also offers an opportunity to reduce existing adverse effects and enhance river and stream values.

The Stormwater Management Area: Flow (SMAF) overlay maps rivers and streams (and their contributing catchments) that are particularly susceptible to the effects of development or have relatively high values. SMAF 1 areas are those catchments which discharge to sensitive or high value streams that have relatively low levels of existing impervious area. SMAF 2 areas typically discharge to streams with moderate to high values and sensitivity to stormwater, but generally with higher levels of existing impervious area within the catchment.

In these SMAF areas, future development and redevelopment is still enabled, but it is subject to controls to reduce stormwater runoff to protect Auckland's aquatic biodiversity and other values from further decline and enhance them where possible.

Rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objective

[rp]

1. High-value rivers, streams and aquatic biodiversity in identified catchments are protected from the adverse effects of stormwater runoff associated with urban development and where possible enhanced.

Policies

[rp]

1. Manage stormwater runoff from impervious areas in SMAF 1 and 2 areas to ensure the adequate functioning and performance of the stormwater network, minimise the adverse effects of stormwater runoff on rivers and streams to retain, and where possible enhance, stream naturalness, biodiversity, bank stability and other values.
2. Apply stormwater hydrology mitigation in SMAF 1 and 2 areas to:
 - a. new impervious areas
 - b. redeveloped impervious areas
 - c. entire sites where the area of development or redevelopment comprises more than 50 per cent of the site area.

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7.6 Natural Lake Management Areas

Overlay description

The Natural Lake Management Areas overlay applies to natural lakes located in rural Auckland. This includes the total lake surface area and a 50m buffer strip surrounding the lake edge, measured landward from the mean annual water level. These lakes are located in three main areas - South Kaipara Peninsula, north-east coast inland of Pākiri Beach, and Āwhitu Peninsula.

Natural lakes are typically fed by small streams and overland flow with minimal outflows. Water levels of natural lakes are dependent on groundwater hydrogeology, water uptake rates by vegetation and water takes. Natural lakes in Auckland offer a wide range of uses such as seasonal boating and other surface water recreational activities, many of which are located in significant areas of public reserve and parks. Natural Lake Management Areas with high water quality, indigenous vegetation and wetlands present important habitats for biodiversity.

However, not all Natural Lake Management Areas are in pristine condition, with varying water quality, quantity, ecological values, recreational values and land use within catchments. Many natural lakes suffer from poor water quality due to nutrient and sediment runoff from surrounding land. The presence of invasive pest species also adversely affect Natural Lake Management Areas.

The rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objectives

[rp]

1. Water quality is maintained or enhanced in lakes within Natural Lake Management Areas.
2. High natural character and ecological values of Natural Lake Management Areas are maintained or enhanced.
3. High natural character and ecological values of Natural Lake Management Areas are not adversely affected by recreational use.

Policies

[rp]

1. Maintain or enhance water quality by avoiding direct and diffuse discharges of contaminants into Natural Lake Management Areas.
2. Minimise adverse effects on lake water levels of Natural Lake Management Areas by avoiding new proposals to take, use or divert surface and groundwater from natural lakes and restrict water allocation to existing water users.
3. Avoid adverse effects on the hydrology in Natural Lake Management Areas from new exotic forestry that are more than minor.
4. Maintain and enhance the margins of Natural Lake Management Areas by:
 - a. maintaining and enhancing indigenous vegetation within 50m setback
 - b. excluding livestock from the wetted perimeter of the lakes including banks
 - c. avoiding structures within 50m setback, excluding fences or facilities to support recreational activities.
5. Enable recreational activities in Natural Lake Management Areas:
 - a. where they are low-impact activities such as non-motorised boating
 - b. by limiting the use of motorised boating to Lake Tomarata and Lake Spectacle
 - c. any moored structures are located to avoid conflict with other uses and do not adversely affect

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safety and health of individuals

- d. existing recreational facilities are utilised efficiently to avoid the erection of new jetties, ramps and other similar structures.
6. Avoid the release of invasive pest species into Natural Lake Management Areas.

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7.7 Urban Lake Management Areas

Overlay description

The Urban Lake Management Areas overlay comprises Lake Pupuke and Western Springs Lake. Lake Pupuke is formed from an old volcano and is characterised by the absence of any streams, with the movement of groundwater as its main source of recharge and discharge. Lake Pupuke is surrounded by residential and commercial development. Areas of publicly owned land are interspersed with residential development fronting onto the lake shore. Western Springs Lake derives its water source from groundwater flow, and has an outlet via a weir to Motions Creek. Western Springs Lake is surrounded by a public reserve.

Both lakes are important for their open-space, recreational and amenity values. The main impacts on the water quality of Lake Pupuke come from the contaminants in stormwater discharges into the lake, wastewater overflows and fertiliser runoff from surrounding private gardens and the public reserve. Western Springs has a lower water quality, mainly due to contamination from faecal matter associated with the water fowl population.

The rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objectives

[rp]

1. Open-space, recreational and amenity values of Urban Lake Management Areas are maintained or enhanced.
2. Water quality of lakes in Urban Lake Management Areas is maintained or enhanced to support ecosystem health, recreational and amenity values.
3. Margins of lakes in Urban Lake Management Areas are maintained or enhanced.

Policies

[rp]

1. Avoid further modification of margins by reclamation and minimise shoreline protection works in Urban Lake Management Areas.
2. Maintain or enhance open-space, recreational and amenity values of the Urban Lake Management Areas by minimising structures in, on or over lake bed and surface water.
3. Minimise discharges of contaminants to Urban Lake Management Areas.
4. Avoid the significant disturbance of lake beds to minimise suspended sediment and nutrients in water.
5. Recognise that stormwater maintains water levels in Urban Lake Management Areas, and support initiatives to treat these discharges.
6. Maintain and protect wetland vegetation in Urban Lake Management Areas by avoiding the disturbance from structures and vegetation clearance associated with significant infrastructure maintenance.

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7.8 Water Supply Management Areas

Overlay description

The purpose of Water Supply Management Areas is to provide for the ongoing operation, maintenance, upgrading and development of the municipal water supply infrastructure.

The areas comprise the catchments that are mainly in public ownership surrounding municipal water supply infrastructure. This infrastructure includes five dams in the Waitākere Ranges, two reservoirs in the Hunua Ranges, the Hays Creek dam at Papakura and land owned by Watercare Services in the Riverhead Forest. The management area also includes all related supporting and connected water supply infrastructure, such as the pipe network and pumping stations, located within these catchments. They contain water supply networks that are classified in the Unitary Plan as significant infrastructure. Part of the water supply management area for the Hunua water supply infrastructure is now outside the Auckland region.

Water Supply Management Areas, particularly those in the Waitākere and Hunua Ranges, contain a mix of vegetation cover. Large areas of significant indigenous vegetation meet the criteria for identification as Natural Stream Management Areas. The Waitākere water supply management area forms part of the wider Waitākere Ranges Heritage Area. One of the heritage features recognised by the Waitakere Ranges Heritage Area Act 2008 is the operation, maintenance and development of the public water catchment and supply system that services the needs of the people of Auckland.

Rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objectives

[rp]

1. Municipal water supply infrastructure is able to operate and develop in Water Supply Management Areas.
2. Natural character, ecological, heritage, recreational and amenity values of water supply management areas are protected while the operational needs and development requirements of municipal water supply infrastructure are met.

Policies

[rp]

1. Enable the operation, maintenance, upgrading and development of structures and activities for the storage, distribution and treatment of municipal water supply in Water Supply Management Areas.
2. Avoid, remedy or mitigate adverse effects, including cumulative effects of structures, equipment or works and any discharges of water from dams, pipelines or other water treatment infrastructure on the natural character, ecological, heritage, recreational and amenity values of Natural Stream and Wetland Management Areas in Water Supply Management Areas.
3. Assess the effects of activities for municipal water supply in Water Supply Management Areas against the objectives and policies relating to water allocation the diversion of surface water and activities affecting the beds of lakes and rivers.
4. Advise operators of municipal water supply infrastructure of applications for resource consent that have the potential to adversely affect the quality and quantity of water within Water Supply Management Areas or to adversely affect the safe and efficient operation of the water supply infrastructure.

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7.9 Wetland Management Areas

Overlay description

The purpose of the Wetland Management Areas is to manage the adverse effects of contaminated discharges, water takes, wetland drainage, invasive pest species and the physical disturbance to wetlands, including wetland vegetation.

Wetlands are one of Auckland's rarest and most at-risk ecosystems, supporting valuable plant and animal communities. Furthermore, wetlands naturally filter contaminants and regulate water flow, reducing contaminants in water and the susceptibility of flooding. Wetlands also present important cultural, recreational and amenity values.

The Wetland Management Areas overlay is comprised of significant wetlands listed in [Appendix 5.3](#) of the Unitary Plan. Wetland Management Areas may also be identified as SEAs, and therefore provisions in the Unitary Plan relating to SEAs also apply.

The rules for this overlay are incorporated in the Auckland-wide natural resource rules.

Objective

[rp]

1. High natural character and ecological values of Wetland Management Areas (including spatial extent) are maintained or enhanced.
2. Cultural, recreational and amenity values of Wetland Management Areas are maintained or enhanced.

Policies

[rp]

1. Maintain or enhance Wetland Management Areas by:
 - a. improving water quality
 - b. maintaining water levels to ensure ecosystem functionality and significant variations in water levels occur only through natural fluctuations
 - c. avoiding the removal or degradation of wetland vegetation in, on, or adjacent to wetland
 - d. avoiding adverse effects of any activity on ecological values
 - e. maintaining the size and spatial extent of the wetland area by avoiding progressive loss of wetland area.
2. Recognise and provide for ecosystem functions of Wetland Management Areas, including attenuation of flooding and treatment of contaminated discharges only where adverse effects are less than minor and will not result in significant adverse effects on the ecological or cultural values of the wetland.
3. Avoid activities in, on or adjacent to Wetland Management Areas except where the activity:
 - a. is for wetland conservation purposes, including invasive pest removal
 - b. provides for public access and interpretative activities relating to high natural character and ecological values
 - c. is for operation, maintenance, upgrading or replacement of existing or new significant infrastructure.

7.10 Air Quality – Transport Corridor Separation

Overlay description

The Air Quality Transport Corridor Separation overlay applies to identified strategic traffic routes in urban Auckland. The width of the overlay varies depending on the volume of traffic carried by particular roads, or particular stretches of road.

The purpose of the overlay is to avoid adverse air quality effects of vehicle emissions on land use activities involving people with particular sensitivities to these emissions. Young children are identified as a group with high sensitivity to the adverse effects of vehicle emissions in terms of their health and overall well-being.

Objective

[rp/dp]

1. Childcare facilities located near transport corridors are managed to reduce the adverse effects of vehicle emissions on children.

Policies

[rp/dp]

1. Avoid adverse effects on human health from vehicle emissions by discouraging new childcare facilities from locating within 150m of regional strategic network roads, and 70m of regional arterial network roads, as shown on the Air Quality Transport Corridor Separation overlay.
2. Require new childcare facilities within the overlay to be designed, constructed and operated to avoid, remedy or mitigate adverse health effects from vehicle emissions on children attending the facility.
3. Require applications for land use consent for childcare facilities locating within the overlay to demonstrate:
 - a. how adverse health effects on children attending the facility will be avoided
 - b. how the location and design of the activity and buildings comply with a. above
 - c. that there is adequate separation from the roadway to any outdoor play areas to comply with a. above
 - d. that air discharges from vehicles on the identified transport corridors have been assessed using best practice methods, such as modelling and monitoring, appropriate to the scale of the discharge and any potential adverse effects
 - e. that the method proposed to avoid adverse health effects on the children does not have a practicable alternative that causes fewer health effects.

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7.11 Air Quality – Industry Transition

Overlay description

The Heavy Industry zone is a reduced air quality amenity area. This enables activities that require regional air discharge consents to be located in an area which has a lower amenity than what is generally accepted in other zones. Consequently the requirements for emissions control may be less stringent. For this reason heavy industry zones should ideally not be located within 500m of zones that provide for activities sensitive to air discharges. In some circumstances however, zones that provide for activities sensitive to air discharges have encroached within this 500m distance.

The purpose of the overlay is to ensure that industries that require regional air discharge consents do not have adverse effects on activities that are sensitive to air discharges. The Air Quality – Industry Transition overlay applies to areas of the Heavy Industry zone that are located within 500m of the edge of the following zones:

- residential zones that allow a density of more than one dwelling per site (eg Mixed Housing Urban, Mixed Housing Suburban, Terraced Housing and Apartment zones)
- all business zones that allow residential activity (Metropolitan Centre, Town Centre, Local Centre, Neighbourhood Centre and Mixed Use)

Where the heavy industry zone is adjacent to other zones (eg Light Industry, Single House), see the Air Quality – Sensitive Activity Restriction overlay.

The overlay is a policy overlay. It does not change the activity status of land use activities within the overlay area. It provides additional objectives and policies that must be considered when assessing a proposal for a resource consent or a plan change.

Objectives

[rp]

1. Significant adverse effects of industrial air discharges on health, property and the environment are avoided.
2. Incompatible land uses and activities are separated and reverse sensitivity conflicts are avoided.

Policies

[rp]

1. Maintain adequate separation distances between activities with air discharges and activities sensitive to air discharges.
2. Locate the Air Quality – Industry Transition overlay within the heavy industry zone to a distance of 500m from the edge of the following zones:
 - a. City Centre zone
 - b. Metropolitan Centre zone
 - c. Town Centre zone
 - d. Local Centre zone
 - e. Neighbourhood Centre zone
 - f. Mixed Use zone
 - g. Mixed Housing Urban zone
 - h. Mixed Housing Suburban zone
 - i. Terraced Housing and Apartment zone

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- j. Healthcare Facility zone
 - k. Retirement Village zone.
3. Avoid locating activities that require air discharge consents in the Air Quality - Industry Transition overlay unless it can be shown that adverse effects on activities sensitive to air discharges can be avoided, remedied or mitigated.

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7.12 Air Quality – Sensitive Activity Restriction

Overlay description

The Heavy Industry zone is a reduced air quality amenity area. This enables activities that require regional air discharge consents to be located in an area which has a lower amenity than what is generally accepted in other zones. Consequently the requirements for emissions control may be less stringent. For this reason heavy industry zones should ideally not be located within 500m of zones that provide for activities sensitive to air discharges. In some circumstances however, zones that provide for activities sensitive to air discharges have encroached within this 500m distance.

The purpose of the overlay is to prevent activities sensitive to air discharges establishing close to a Heavy Industry zone. This will ensure that industries' ability to obtain air discharge consents is not restricted by the close proximity of activities sensitive to air discharges. It will also ensure that industries that require regional air discharge consents do not have adverse effects on activities that are sensitive to air discharges.

In greenfield areas the overlay will surround the Heavy Industry zone to a distance of 500m from the Heavy Industry zone edge, to prevent zones that provide for activities sensitive to air discharges from locating in close proximity.

In brownfield areas, where the zone surrounding the Heavy Industry zone does not provide for activities sensitive to air discharges (eg the Light Industry zone, General Business zone) the overlay will also be applied to a distance of 500m from the Heavy Industry zone edge.

In some cases however there are existing zones that provide for activities sensitive to air discharges within 500m of the Heavy Industry zone edge. In these situations;

1. where it is one of the following zones, the Air Quality – Industry Transition overlay is applied over the relevant area of the Heavy Industry zone;
 - a. residential zones allowing a density of more than one dwelling per site (eg Mixed Housing Urban, Mixed Housing Suburban, Terraced Housing and Apartment zones)
 - b. all business zones that allow residential activity (Metropolitan Centre, Town Centre, Local Centre, Neighbourhood Centre and Mixed Use)
2. where the zone permits lower intensity activities that are sensitive to air discharges (eg Single House zone, Countryside Living zone), the Air Quality – Sensitive Activities Restriction overlay is applied over these zones. Ideally these zones should not locate within 500m of a Heavy Industry zone, but as they are existing, the overlay is applied to ensure that sensitive activities in these zones are not intensified. This ensures that the reverse sensitivity problem is not exacerbated. Activities within the Heavy Industry zone are still required to adequately separate activities with air discharges from those activities sensitive to them, so the sensitive activities within these areas are still protected.

The overlay is a policy overlay. It does not change the activity status of land use activities within the overlay area. It provides additional objectives and policies that must be considered when assessing a proposal for a resource consent or a plan change.

Objectives

[rp]

1. Significant adverse effects of industrial air discharges on health, property and the environment are avoided.
2. The efficiency of Heavy Industry zoned land is preserved.
3. Incompatible land uses and activities are separated and reverse sensitivity conflicts are avoided.

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Policies

[rp]

1. Maintain adequate separation distances between activities with air discharges and those sensitive to air discharges.
2. Locate the overlay so that:
 - a. in greenfield areas the overlay surrounds the Heavy Industry zone to a distance of 500m from the Heavy Industry zone edge
 - b. in brownfield areas the overlay surrounds the Heavy Industry zone to a distance of 500m from the Heavy Industry zone edge, except for any area within the 500m that is one of the following zones:
 - i. City Centre zone
 - ii. Metropolitan Centre zone
 - iii. Town Centre zone
 - iv. Local Centre zone
 - v. Neighbourhood Centre zone
 - vi. Mixed Use zone
 - vii. Mixed Housing Urban zone
 - viii. Mixed Housing Suburban zone
 - ix. Terraced Housing and Apartment zone
 - x. Healthcare Facility zone
 - xi. Retirement Village zone.
3. Avoid locating zones within 500m of a Heavy Industry zone if they provide for activities sensitive to air discharges as permitted activities.
4. Avoid re-zoning land within 500m of a Heavy Industry zone to a zone with a higher residential density, or to a zone that allows activities that increase the potential for reverse sensitivity effects, unless it is an existing zone listed in Policy 2(b) above (on the date of notification of this Unitary Plan).
5. Avoid locating activities sensitive to air discharges within 500m of the Heavy Industry zone edge, unless the activity has:
 - a. a permitted activity status; or
 - b. it is within a zone listed in Policy 2(b) above (on the date of notification of this Unitary Plan).

Chapter F: Precinct objectives and policies

1 Auckland-wide

1.1 Boat Building

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and extent of the precinct.

Precinct description

The Boat Building precinct applies to the boat building yards at Alnwick Street, Warkworth and the properties at 84-90 Rame Road, Greenhithe where long established boat building and boat repair activities continue to operate. These sites have an underlying zoning of Light Industry.

The purpose of the precinct is to enable the continued operation of existing boat building, repair, maintenance, and associated activities in a manner that avoids, remedies or mitigates adverse effects on the environment, particularly the marine environment, and the amenity values of the surrounding area.

Objectives

1. Boat building, repair, maintenance and associated activities continue to be undertaken within the precinct.
2. The activities undertaken in the precinct do not result in adverse effects on the water quality or ecological values of the CMA.
3. The activities undertaken in the precinct maintain the amenity values of the surrounding area.

Policies

1. Enable boat building, repair, maintenance and associated activities, and avoid activities that do not have a functional need to be located in the precinct.
2. Manage use and development within the precinct to maintain amenity values and ensure that it is compatible with surrounding residential neighbourhoods and public open space areas.
3. Require activities in the precinct to manage traffic volumes to avoid adverse effects on residential streets.

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1.2 Greenfield Urban

Refer to planning maps for the location and extent of the precinct.

Precinct description

The Greenfield Urban precinct applies to areas of land across Auckland which have urban zones but are greenfield land areas. The precinct has two sub-precincts:

- Belmont-Pukekohe
- Helensville.

The purpose of the precinct is to enable planning, subdivision and development to occur in a comprehensive manner, which is integrated with the provision of infrastructure and the management of stormwater. To ensure that each area is developed comprehensively, a structure plan is required to be prepared and approved by the council prior to any urban subdivision and/or development. Subdivision and development is then required to comply with the approved structure plan.

The key considerations to be addressed through the structure planning process are the management of stormwater (and the floodplain), and protection of the riparian margins of the respective stream networks. Other key considerations are servicing, including water, wastewater and integration with the wider transport network.

It is envisaged that future land use, development and subdivision consents will:

- give effect to the structure plan
- implement any approved network discharge consents
- be staged according to the provision of infrastructure
- vest areas for open space (recreational and passive) and for stormwater management purposes.

Objectives

The objectives are as listed in the relevant underlying zone except as specified below:

1. The preparation and implementation of a structure plan provides for a comprehensive, integrated approach to development.
2. The structure plan is designed and implemented to reflect and respond to the natural and physical environment.
3. The stormwater network is protected and integrated into the design and layout of the structure plan.
4. Subdivision and development ensures the comprehensive and integrated management of stormwater runoff, water quality, and avoids upstream or downstream flooding.
5. Subdivision and development occurs in a manner which reflects the coordination and delivery of infrastructure including transport, wastewater, water and stormwater services.

Policies

The policies are as listed in the relevant underlying zone except as specified below:

1. Require the preparation of a structure plan prior to subdivision, urban land use, or development occurring to ensure that those activities are planned in a coordinated, integrated and comprehensive manner.
2. The precinct is planned and developed comprehensively so that the structure plan:
 - a. identifies land use patterns including residential, business, open space and transport networks
 - b. provides a range of housing types and densities
 - c. provides a connected open space network

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- d. provides for social infrastructure
 - e. provides a transport network connected to surrounding existing and proposed transport networks
 - f. identifies areas for stormwater management including the floodplain and stormwater treatment
 - g. identifies floodplains and land to be set aside for stormwater infrastructure
 - h. identifies and protects the stream network
 - i. considers water sensitive design
 - j. identifies staging of development
 - k. manages potential conflicts between land uses
 - l. mitigates potential effects from regionally significant infrastructure
 - m. protects (including maintenance and enhancement of) environmental, cultural and historic heritage values
 - n. manages the natural and physical environment.
3. Require structure plans to be prepared in accordance with the matters listed in [Appendix 1](#).
 4. Require subdivision, urban land use and development to comply with an approved structure plan.
 5. Require subdivision, urban land use and development and stormwater management to be in accordance with the approved stormwater discharge consent to manage stormwater runoff, water quality, and flooding.
 6. Require a reticulated wastewater and water supply to be available to service land use and development.
 7. Require subdivision and development to be staged to align with the provision and upgrading of infrastructure including transport, water, wastewater and stormwater.
 8. Require subdivision and development to contribute to the restoration and enhancement of natural features, and provide for the long term protection of these features through the vesting of land for stormwater/conservation/open space purposes.
 9. Require an infrastructure funding agreement or other such alternative for the provision of infrastructure funding prior to any subdivision or development occurring.

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1.3 Integrated Development

The objectives and policies of the underlying zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The purpose of the Integrated Development precinct is to enable comprehensive and integrated development of residential zoned land and is applied to two sub precincts. A large proportion of the sites located within the various sub precincts that make up the precinct are owned by a single landowner, Housing New Zealand Corporation.

The sub-precincts are listed below:

- Mount Smart (Oranga)
- Takanini.

Framework plans are encouraged for large sites greater than 5000m² within the precinct. Framework plans will enable greater opportunities for the integrated redevelopment of sites than if they were redeveloped individually. Additional height and relaxed density controls apply to sites if they have an approved framework plan.

The precinct also provides for integrated residential development on moderately large sites. Relaxed density controls apply to integrated residential development but all the other development controls of the underlying zone, such as building height, apply.

The underlying zoning of each sub-precinct is predominantly Mixed Housing Suburban, with additional sites zoned Mixed Housing Urban, Single House, Public Open Zone, Special Purpose and Neighbourhood Centre.

Objectives

The objectives are as listed in the underlying zone except as specified below:

1. Quality built form is provided in a comprehensive and integrated manner that makes the most efficient use of land.
2. The scale of development matches the needs of the community through a mix of housing sizes, types and densities.
3. Built form, roads and pedestrian routes are integrated with the surrounding neighbourhood.
4. Accessibility to public transport, public open space, and social community facilities is increased.

Policies

The policies are as listed in the underlying zone except as specified below:

1. Encourage the preparation of framework plans for large sites, to guide development in an integrated manner to:
 - a. enable development with an appropriate built form to integrate into the context of the surrounding neighbourhood
 - b. provide housing choice and affordable housing
 - c. Identify and protect local environmental values and features
 - d. Improve movement connections, including walking and cycling opportunities.
2. Encourage consultation with any adjoining land owners when preparing a framework plan.
3. Provide for integrated residential development on moderately sized sites.
4. Enable a mix of housing types to meet the diverse needs of the community.

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5. Provide for a variety of building heights and setbacks whilst ensuring that new buildings do not overshadow adjoining residential sites.
6. Enable more intensive residential development in those areas of the precinct with good accessibility to centres, open spaces, public transport, employment and other supporting social infrastructure.
7. Require integration and co-ordination of network infrastructure provision, including upgrades where required to support urban growth.

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1.4 Mana Whenua Management

The objectives and policies of the underlying General Coastal Marine zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of the Mana Whenua Management precinct is to formally recognise and provide for the special relationship Mana Whenua have with certain parts of the CMA. The precinct seeks to avoid or control direct discharges of wastewater or stormwater into the precinct, from activities undertaken both within and outside the precinct, that could adversely affect water quality and the spiritual and cultural values of the Whātāpaka Creek and Pūkaki-Waiokauri Creek.

This precinct comprises two areas, both of which have an underlying General Coastal Marine zoning (apart from islands within Whātāpaka Creek which are zoned Rural Coastal):

- Whātāpaka Creek, in the southern reaches of the Manukau Harbour
- Pūkaki-Waiokauri Creek, in the northern reaches of the Manukau Harbour.

These two creeks were the subject of a Waitangi Tribunal recommendation that they be reserved for the exclusive use of Whātāpaka Marae and Pūkaki Marae respectively. In 1992, the Māori Land Court established Whātāpaka Creek and Pūkaki-Waiokauri Creek as Māori reservations under the Te Ture Whenua Māori Act 1993. These Māori reservations were established for the exclusive use of Whātāpaka Marae and Pūkaki Marae as a 'landing place, fishing ground, catchment area, bathing place, and a place of historic spiritual and cultural significance'. The precinct provisions reflect the intended purpose of these areas.

The location of the Mana Whenua Management precinct is shown on precinct plan 1.

Objective

[rcp]

The objectives are as listed in the General Coastal Marine zone in addition to those specified below:

1. The special relationship, including customary use and responsibilities, Mana Whenua have with Whātāpaka Creek and Pūkaki-Waiokauri Creek, is provided for.

Policies

[rcp]

The policies are as listed in the General Coastal Marine zone in addition to those specified below:

1. Maintain access between the Mana Whenua Management precinct and Whātāpaka Marae and Pūkaki Marae.
2. Enable the use and management of the Mana Whenua Management precinct by Whātāpaka Marae and Pūkaki Marae in accordance with tikanga Māori.
3. Avoid discharges into the Mana Whenua Management precinct that may have an adverse effect on:
 - a. the values associated with Whātāpaka Creek and Pūkaki-Waiokauri Creek
 - b. the use of the Mana Whenua Management precinct by Whātāpaka Marae and Pūkaki Marae and associated papakāinga.
4. Improve water quality within the Mana Whenua Management precinct such that food-gathering and swimming is possible.

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1.5 Motorsports

The objectives and policies of the underlying Public Open Space - Sports and Active Recreation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Motorsport precinct applies to three of Auckland's motorsport parks. These form three separate sub-precincts as follows:

- Sub-precinct Colin Dale Park
- Sub-precinct Waikaraka Park
- Sub-precinct Rosebank Road.

The underlying zoning is the Public Open Space - Sports and Active Recreation zone. The precinct does not include the larger motorsport facilities at Pukekohe and Western Springs which are included in the Major Recreation Facility zone. The purpose of the Motorsport precinct is to enable the ongoing use and further development of these three locations, while recognising the effects associated with motorsport activities, such as noise and traffic generation.

Objective

The objectives are as listed in the Public Open Space - Sport and Active Recreation zone in addition to that specified below:

1. The ongoing use and further development of Auckland's motorsport parks is provided for.

Policies

The policies are as listed in the Public Open Space - Sport and Active Recreation zone in addition to those specified below:

1. Enable motorsport activities and associated development.
2. Limit traffic generated by the activity to avoid adverse effects on the safe and efficient function of transport infrastructure and the well-being of residents and businesses.
3. Avoid or mitigate the effects of noise on surrounding residents.

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1.6 Racing

The objectives and policies of the underlying Major Recreation Facilities zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Racing precinct contains the major horse and motorsport racing venues in Auckland. These are generally large sites which attract a high volume of visitors on race days, but also provide training opportunities. The purpose for the precinct is to allow these racing venues to continue to operate and develop, including provision for a limited range of additional activities, such as conferences. These additional activities are fundamental to the ongoing viability of the precinct and recognise the need to utilise these valuable resources at times other than on race days. Existing venues represent significant levels of public or private investment and therefore efficient use of these resources is important. The precinct also contains objectives, policies and rules to ensure that the effects of activities are managed to mitigate adverse effects on the community.

The primary purpose of the Racing precinct is to provide for horse racing activity, and in addition to this at Counties Racing Club motor sport activities.

The precinct includes the following sub-precincts:

- Avondale Racecourse
- Counties Racing Club
- Ellerslie Racecourse
- Franklin Trotting Club

Objectives

The objectives for the precinct are as listed in the Major Recreation Facility zone, in addition to those specified below.

1. Auckland's racing venues make a positive contribution to local and regional economic, social and cultural well-being.
2. Horse racing activities, motorsport activities (at Counties Racing Club) and additional specified activities are enabled to take place in racing venues located across Auckland region.
3. A limited range of specified activities that support the on-going viability of racing venues is provided for.
4. The adverse effects of activities within Auckland's racing precincts are managed to minimise, as far as practicable adverse effects on the community.

Policies

The policies for the precinct are as listed in the Major Recreation Facility zone, in addition to those specified below.

1. Identify Auckland's major racing facilities and enable a limited range of recreational, commercial, community and associated accessory activities to establish and operate, both on a temporary and permanent basis.
2. Provide for large scale buildings as required for racing facilities..
3. Provide for a limited range of appropriate additional uses to establish and operate within the Racing precinct to acknowledge their multi-use functionality and enhance the viability of such venues.
4. Acknowledge that some events can generate adverse effects associated with traffic, noise, crowd movement and lighting and therefore, manage the frequency, duration and level of noise and lighting to minimise nuisance effects on the community.

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1.7 Regional Parks

The objectives and policies of either the underlying Public Open Space Informal Recreation or Public Open Space Conservation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Regional Parks precinct applies to a network of 26 parks covering more than 40,000ha of land with recreational, historic and ecological values. They are managed as an integrated network for conservation, informal recreation, working farm, education and heritage purposes. These purposes are reflected in individual park management plans. The Unitary Plan provides the flexibility to accommodate evolving uses.

Managing regional parks will require both adopted regional park management plans and the Unitary Plan to accommodate the varied and evolving uses of these valuable community and ecological assets.

The precinct enables a wider range of activities and development to take place than the underlying zones.

This approach recognises the role of regional park management plans prepared under the Reserves Act in consultation with the community and enables them to be implemented while safeguarding ecological and landscape values.

Objectives

The objectives are as listed in the relevant underlying Public Open Space Informal Recreation or Public Open Space Conservation zones in addition to those specified below:

1. Auckland's regional park network of regionally significant parks serve a range of conservation, informal recreation, working farm, education and heritage purposes in accordance with the Auckland Regional Park Management Plan 2010 or other applicable reserve management plans.
2. Links between regionally significant public open spaces and other public open spaces are improved.

Policies

The policies are as listed in the relevant underlying Public Open Space Informal Recreation or Public Open Space Conservation zones in addition to those specified below:

1. Enable the implementation of the Auckland Regional Park Management Plan 2010 and the associated concept plans and other applicable reserve management plans for existing and future use and development.
2. Enable connections between regional parks and open spaces by:
 - a. the formation of track and trails
 - b. construction and maintenance of access roads and footpaths
 - c. the provision of signage and information.
3. Enable land use activities and development that reflect the various purposes of the regional park network.
4. Provide for farming, where appropriate, as a tool to manage public open space.
5. Provide for activities, such as visitor accommodation in the form of baches, lodges and camping, visitor and information centres, education and research facilities and retail ancillary to permitted activities and events.
6. Enable building thresholds larger than in the underlying Public Open Space zones in terms of floor area and height, if appropriate in the context of the:
 - a. scale of the individual regional park
 - b. distance from urban neighbours

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- c. implementation of the Auckland Regional Park Management Plan 2010 and the associated concept plans or other applicable reserve management plans.

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1.8 Rowing and Paddling

The objectives and policies of the underlying General Coastal Marine zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and extent of the precinct.

Precinct description

The Rowing and Paddling precinct applies to parts of the coastal marine area that are used for rowing, paddling, kayaking and waka ama training and competitive events. These precincts are supported by land-based access and facilities, including pontoons, ramps and club rooms located outside of the precinct.

The purpose of the Rowing and Paddling precinct is to ensure the water course remains free of structures, moorings or activities that would compromise their use for paddling and rowing.

The current and future use of the Rowing and Paddling precinct will be managed to ensure the on-going safe navigation of vessels, including port and ferry activities, in conjunction with paddling and rowing activities.

Any exclusion of public access for events, such as regattas, or restrictions of use at certain times that are necessary to enable safe navigation of vessels, including port and ferry terminal activities will be subject to control by the Harbourmaster.

Objectives

[RCP]

The objectives are as listed in the General Coastal Marine zone except as specified below:

1. Rowing and paddling training and events can be undertaken within a Rowing and Paddling precinct, unobstructed by structures, moorings or other activities.
2. Lane markers and other navigation aids enhance the use of the Rowing and Paddling precinct.
3. Other water use and safe navigation occurs in conjunction with the use of a Rowing and Paddling precinct, including port and ferry activities.

Policies

[RCP]

The policies are as listed in the General Coastal Marine zone except as specified below:

1. Avoid use and development that will obstruct or limit the use of a Rowing and Paddling precinct for training or events.
2. Enable lane marking, buoys and other navigation aids, associated with the efficient and safe use of the Rowing and Paddling precinct.
3. Enable the safe navigation and operation of all vessels in conjunction with the use of a Rowing and Paddling precinct, including port and ferry activities.

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1.9 Sports

The objectives and policies of the underlying Major Recreation Facilities zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Sports precinct contains Bruce Pulman Park and the AUT Millennium Institute of Sport. These are large sporting venues which attract a high volume of athletes and visitors and provide sports competition, training, research and development facilities. The primary purpose of the precinct is to allow these facilities to continue to operate and develop as major sports facilities, including provision for a limited range of accessory activities. The precinct also contains objectives, policies and rules to ensure that the effects of activities are managed to minimise adverse effects on the community.

The primary function of the Sports precinct is to provide for sporting activities.

The precinct contains two sub-precincts:

- Bruce Pulman Park
- AUT Millennium Institute of Sport.

The AUT Millennium Institute of Sport and Health is a large sport and recreation complex which provides competition and training facilities and undertakes research on a number of different sporting activities. Bruce Pulman Park is a 64 hectare premier park in Takapuna. The Park is a centre for community excellence and participation in informal and formal sport, recreation, education and support services. The sub-precincts allow for some supporting activities including laboratories and clinics and the development of grandstands to support the primary sport and recreation activities undertaken in these locations.

Objectives

The objectives for the precinct are as listed in the Major Recreation Facilities zone, in addition to those specified below.

1. Auckland's Sports precinct venues make a positive contribution to local and regional economic, social and cultural and well-being.
2. Sport related activities and a limited range of additional activities are enabled to take place in the precinct venues located across Auckland.
3. A limited range of activities to support the on-going viability of the precinct venues are provided for.
4. The adverse effects of activities within Auckland's Sports precincts are managed to minimise, as far as practicable, adverse effects on the community.

Policies

The policies for the precinct are as listed in the Major Recreation Facility zone except as specified below:

1. Identify Auckland's major Sports facilities and enable a specified range of recreational, commercial, community and associated ancillary activities to establish and operate, both on a temporary and permanent basis.
2. Provide for medium to large scale buildings as required for sports facilities and event activities.
3. Provide for a limited range of appropriate additional activities to establish and operate within the precinct venues to acknowledge their multi-use functionality and enhance their viability.
4. Acknowledge that some events can generate adverse effects associated with traffic, noise, crowd movement and lighting and therefore manage the frequency, duration and level of noise and lighting to minimise nuisance effects on the community.

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1.10 Stadiums and Showgrounds

Refer to the planning maps for the location and the extent of the precinct.

Precinct description

The Stadiums and Showgrounds precinct contains the major stadiums and showgrounds in Auckland. These are large multi-functional venues which can attract a high volume of visitors to major sporting and entertainment events, both on a regular and temporary basis. They also provide for a limited range of additional activities such as administration, community activities, conferences and expos.

The precinct is intended to allow these facilities to continue to operate and develop as major sporting and showground venues, including provision for a limited range of additional activities. These additional activities are fundamental to the ongoing viability of the stadiums and showgrounds, and recognise the need to utilise these valuable resources at times other than on event days.

Existing venues represent significant levels of public and private investment and therefore efficient use of these resources is important. Due to the noise, traffic, lighting and number of visitors generated by events at these facilities, the precinct also contains objectives, policies and rules to ensure that the effects of activities are managed to minimise adverse effects on the community, to the extent practicable..

The primary purpose of the Stadium and Showgrounds precinct is to provide for major sports events and training (in the case of stadiums) and events and exhibitions (in the case of ASB Showground).

The precinct contains the following sub-precincts:

- Eden Park
- Mount Smart Stadium
- North Harbour Stadium and Domain
- ASB Showgrounds
- Western Springs Stadium
- Trusts Stadium
- North Shore Events Centre
- Vodafone Events Centre
- ASB Tennis Arena
- ECOLight Stadium.

The underlying zone of the precinct is the Major Recreation Facilities zone.

Sub-precinct A – Eden Park

Eden Park is one of New Zealand's premier sporting and events facilities. It has significant social and cultural value to many Aucklanders and New Zealanders. The Eden Park sub-precinct provides for land use activities and development associated with Eden Park.

The Eden Park sub-precinct is divided into the following three Policy Areas:

- Policy Area A provides for the premier stadium and a limited range of other activities which take place within the stadium complex.
- Policy Area B provides for low-scale development, largely landscaping, parking and necessary security and operational structures on the periphery of the stadium. This has the effect of providing a buffer

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space between the adjacent residential properties at Reimers Avenue and Walters Road, and the stadium.

- Policy Area C is at the western end of the stadium, fronting Sandringham Road. It provides for a limited range of activities including sporting facilities associated with cricket and the No. 2 field, and the bus pick-up and drop-off area.

Sub-precinct B - Mt Smart Stadium

Mt Smart Stadium is sited on a 22-hectare Regional Park. It was originally a volcanic hill that stood 86 metres high, and local Māori called it Rarotonga, which means “below south”.

The stadium was extensively redeveloped to accommodate the XIV Commonwealth Games in 1990. This upgrade included the construction of the No. 2 Arena (now the Mt Smart athletics stadium), the laying of Rekortan synthetic tracks in both stadiums and the construction of the West Stand in the No. 1 Arena (now the Mt Smart football stadium). In early 1994, further development of Mt Smart Stadium was undertaken to accommodate Winfield Cup Rugby League. The New Zealand Warriors’ first game was held at Mt Smart on 10 March 1995.

The addition of a new 8,000 capacity East Stand, completed in January 2005, has further improved the facilities by providing an additional 5,000 covered seats, a new club lounge for up to 1,000 patrons and a gymnasium and office base.

Sub-precinct C – North Harbour Stadium and Domain

The North Harbour Stadium and Domain occupies 23ha of land and was originally established in Albany around 1997 as a multi-purpose facility to serve the needs of the regional population. The purpose of the precinct is to recognise the role of the Stadium both within the northern area of the city and the wider Auckland context, reflect the current and future operating context of the Stadium complex and provide for future use and development.

The North Harbour Stadium and Domain sub-precinct is comprised of three Policy Areas:

- Policy Area 1A
- Policy Area 2B
- Policy Area 3C

Sub-precinct D - ASB Showgrounds

ASB Showgrounds is an events and exhibition centre with more than 18,000m² of events and exhibition space located at Green Lane West.

Sub-precinct E - Western Springs Stadium

Western Springs Stadium is an entertainment venue within a natural amphitheatre. During the winter it is used for club rugby union matches and over summer it is used for speedway. It is also occasionally used for large music concerts and festivals. Western Springs Stadium has a crowd capacity of 30,000 for sports and upwards of 50,000 for concerts. It is located four kilometres west of the city centre in the suburb of Western Springs.

Sub-precinct G – North Shore Events Centre

The North Shore Events Centre is multi-purpose indoor sports stadium located on a 3.9ha site forming part of AF Thomas Park, Takapuna. With a total area of approximately 48ha, (much of which is occupied by the Takapuna Golf Course), AF Thomas Park is one of Auckland’s largest local recreation reserves. The Events Centre is located to the north of the Golf Course. The western and southern boundaries of the site adjoin an

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industrial area accessed by a cul-de-sac from Porana Road.

Sub precinct H - Vodafone Events Centre

Vodafone Events Centre is an events centre that caters for conferences, exhibits, concerts, theatre performances, weddings, meetings and other events. It is located between the Southern Motorway and Great South Road.

Sub-precinct I - ASB Tennis Arena

The ASB Tennis Centre is a major tennis facility located near Parnell and the Auckland Domain. The centre was founded in 1920 by Tennis Auckland and is home to the New Zealand Tennis Open.

Sub precinct J - ECOLight Stadium

ECOLight Stadium is located in Pukekohe and is currently the home of Counties Manukau Rugby Union Steelers.

Objectives

The objectives for the precinct are as listed in the Major Recreation Facilities zone, in addition to those specified below.

1. Auckland's stadiums and showgrounds make a positive contribution to local and regional economic, social and cultural and well-being.
2. Sporting and entertainment activities and additional specified activities are enabled to take place in the stadiums and showgrounds located across Auckland.
3. A limited range of appropriate activities to support the on-going viability of stadiums and showgrounds are provided for.
4. The adverse effects of activities within Auckland's stadiums and showgrounds are managed to minimise adverse effects on the community, to the extent that is practicable.

Policies

The policies for the precinct are as listed in the Major Recreation Facilities zone, in addition to those specified below.

1. Identify Auckland's major sports stadiums and showgrounds and enable a limited range of recreational, commercial, community and associated ancillary activities to establish and operate, both on a temporary and permanent basis.
2. Provide for large scale buildings as required for stadium and showground activities.
3. Provide for a limited range of appropriate additional uses to establish and operate within the stadiums and showgrounds to acknowledge their multi-use functionality and enhance the viability of such venues.
4. Acknowledge that some events can generate adverse effects associated with traffic, noise, crowd movement and lighting and therefore, manage the frequency, duration and level of noise and lighting to minimise nuisance effects on the community.

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1.11 Waitematā Navigation Channel

The objectives and policies of the underlying General Coastal Marine zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The purpose of the Waitemata Navigation Channel precinct is to ensure the navigational requirements of marine and port activities and other vessels are provided for in the main navigation channel into the Waitemata Harbour

The precinct excludes the ship manoeuvring and berthing areas of the Port, Viaduct and Central Wharves, Wynyard, Westhaven precincts of the City Centre zone which have their own separate provisions.

The precinct incorporates the shipping channel, turning basins, and ship manoeuvring areas located within the Waitemata Harbour and inner Hauraki Gulf. The precinct will be managed to ensure that structures and activities do not compromise the safe and efficient navigation of vessels.

Dredging is provided for in the precinct to enable safe water depths for shipping to be maintained. Sediment in the inner harbour contains higher level of contaminants than in outer harbour areas, which when disturbed during dredging can adversely impact on water quality. For this reason a more precautionary approach applies to dredging in inner harbour area of the navigation channel.

The precinct is comprised of two sub-precincts:

- Sub-precinct A – Inner harbour, where maintenance dredging is a restricted discretionary activity.
- Sub-precinct B – Outer harbour, where maintenance dredging is a permitted activity.

Objective

[rcp]

1. The Waitemata navigation channel provides for the safe and efficient navigation of vessels.

Policies

[rcp]

1. Avoid permanent structures in the precinct, except those required for the safe and efficient navigation, manoeuvring and berthing of vessels.
2. Manage activities to avoid adverse effects on the safe and efficient navigation, manoeuvring of vessels in the precinct.
3. Enable dredging within the precinct that is necessary to provide for the safe and efficient navigation, manoeuvring of vessels, while managing the potential adverse effects from contaminated sediments.

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2 Central

2.1 Alexandra Park

The objectives and policies of either the underlying Major Recreation Facility, Mixed Use or Local Centre zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Alexandra Park Precinct is located on the corner of Manukau Rd and Green Lane West. It adjoins Cornwall Park to the north and the ASB Showgrounds to the east. Green Lane Hospital is located across the road on the southern side of Green Lane West. The precinct is 19.2ha and currently held in five titles by Auckland Trotting Club and the Ministry of Education. Auckland Trotting Club is the primary landowner. Refer to the planning maps for the location and extent of the Alexandra Park Precinct.

The precinct is comprised of two sub-precincts to which three underlying zones apply. Sub-precinct A is approximately 16ha and has the underlying zone of Special Purpose - Major Recreation Facility. Sub-precinct B is split into two areas; one is approximately 2ha and has an underlying zone of Mixed Use, the other is approximately half a hectare and has an underlying zone of Local Centre.

The purpose of the precinct is to allow the Auckland Trotting Club to continue to use Alexandra Park for horse racing and related activities over the short to medium term, while enabling the staged transition to an integrated mixed use development over the medium to long term. The significant size of the precinct and its strategic location at the intersection of two major transport corridors means that a comprehensive and coordinated approach to redevelopment is desirable.

The precinct therefore encourages landowners to prepare a framework plan to establish the spatial pattern of development to guide the transition away from racing. A primary function of the framework plan is to address the integration of the sub-precincts, both with each other and with the surrounding environment. To achieve this, the framework plan will address issues such as the application of new zones, the future street and pedestrian network and location and scale of buildings.

Part of ensuring that the precinct is well integrated with the surrounding environment will be determining the broad location of future land use. It is envisaged that the majority of commercial activities will be located along the existing Manukau Road and Green Lane West frontages with the interior of the precinct being used primarily for a mixture of residential and community purposes. Development along the Cornwall park frontage will need to be managed to ensure that it complements and enhances the public realm while being respectful of the existing character and values of the open space environment.

Objectives

The objectives of the Mixed Use, Local Centre and Major Recreation Facility zones apply in addition to those specified below:

1. Alexandra Park continues to be used for horse racing and related activities and other events while the Park transitions to a high quality, integrated mixed use area
2. Comprehensive planning techniques are used to transition the Alexandra Park Precinct into a mixed use development characterised by:
 - a. A high degree of integration between sub-precincts A and B
 - b. A well connected, permeable and legible street network
 - c. A diverse mix of building heights and typologies
 - d. A diverse but compatible mix of commercial, residential and community land uses

Policies

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The policies of the Mixed Use, Local Centre and Major Recreation Facility zones apply in addition to those specified below:

Horse Racing and Events

1. Enable Alexandra Park to continue to be used for horse racing and related activities
2. Enable Alexandra Park to continue to be used as a venue for conferences, meetings and other events
3. Acknowledge that large scale events will generate traffic, noise and lighting effects but that these will be managed to mitigate their impact on the community

Built form and linkages

4. Encourage comprehensive planning for redevelopment through the framework plan process rather than ad hoc development
5. Require the new street structure to create a permeable and legible network that provides a choice of routes and connects surrounding uses
6. Require a high quality street environment that promotes walkability and integrates direct, safe and well designed local pedestrian cycle linkages
7. Encourage a diverse mix of building typologies that integrate with and enhance the surrounding environment and are adaptable to a variety of uses over time
8. Encourage variation in building heights that create a sense of visual interest within the precinct while protecting informal views to Cornwall Park

Land use and activity

9. Encourage a diverse but compatible mix of commercial, residential and community activities
10. Encourage the focus for commercial activity to be located adjacent to Manukau Road and Green Lane West where it will integrate with and enhance the local environment
11. Require residential development to achieve a high standard of on site amenity for residents 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
12. Require the framework plan to identify areas that will be subject to a key retail frontage overlay
13. Require development adjacent to Cornwall Park to enhance the quality and safety of the public realm
14. Require the creation of new high quality open spaces that provide for a range of recreational opportunities

Framework Plans

15. Encourage the development of framework plans to establish a spatial pattern of development to guide the transition away from racing and to address integration of the sub-precincts.
16. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
17. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the

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sub-precinct.

- b. any neighbouring sub-precinct.

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2.2 Auckland Museum

The objectives and policies of the underlying Public Open Space – Informal Recreation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Auckland War Memorial Museum is located in the Auckland Domain and houses one of the most significant collections of Māori, Pacific and New Zealand colonial artefacts in the Southern Hemisphere.

The purpose of the zone is to provide for the on-going use and development of the Auckland War Memorial Museum, in a manner that recognises the cultural significance of the building and its status as a scheduled historic heritage place. The precinct permits the operation of the museum, associated conference, education, restaurant and retail activities.

The precinct is subject to an overlay that protects views to and from the site.

Objectives

The objectives for the precinct are as listed in the Public Open Space – Informal Recreation zone except as specified below:

1. The ongoing use and further development of the Auckland War Memorial Museum is provided for.
2. Any new development occurs in a manner that is sympathetic with the existing building design, its context and setting within the Auckland Domain and its streetscape value.

Policies

The policies for the precinct are as listed in the Public Open Space – Informal Recreation zone except as specified below:

1. Enable the use of a defined area of the Auckland Domain for the purposes of the Auckland War Memorial Museum.
2. Enable those activities directly associated with the operation of Auckland War Memorial Museum and supporting accessory activities.
3. Require new buildings and structures to be designed in a manner and in colours and materials that are sympathetic to the design of the existing Auckland War Memorial Museum building.
4. Require landscaping associated with any development to:
 - a. preserve significant views of the Museum
 - b. reduce the visual impact of parking areas
 - c. integrate the Cenotaph and surrounding area with the front facade of the Auckland Museum building.
5. Require parking, including coach parking, to be located as far as practicable in an unobtrusive location, away from the front face of the building, with provision for wheelchair accessible drop-off and parking.

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2.3 Carlaw Park

The objectives and policies of the underlying Mixed Use zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and the extent of the precinct.

Precinct description

Carlaw Park precinct is located in the Stanley Street valley and adjoins the Auckland Domain and Parnell Train Station.

The purpose of the precinct is to provide for the redevelopment of the former Carlaw Park rugby league grounds for mixed use activities. The precinct has been partially developed with offices, cafes, a hotel and small scale retail premises.

The precinct is in a critical location for providing a better link between the University and Parnell Station and also the city centre and the Domain. Development must respond to the character of the Domain and preserve views to the spire of Bishop's Court on the Parnell Ridgeline and to the Domain.

Objectives

The objectives are as listed in the Mixed Business zone except as specified below:

1. Views to the spire of Bishop's Court on the Parnell Ridgeline and to the Auckland Domain from the Alten Road and Stanley Street intersection are maintained.
2. The scale, form and design of development is sensitive to the Domain landscape.
3. Pedestrian linkages through the precinct to the Parnell Station and University are developed.

Policies

The policies are as listed in the Mixed Use zone except as specified below:

1. Require the location and design of development to:
 - a. maintain views to the Spire of Bishop's Court on the Parnell Ridgeline and the Domain from the Alten Road and Stanley Street intersection
 - b. provide a landscape buffer adjoining the Domain and rail corridor
 - c. visually integrate with the Domain landscape.
2. Require development to provide well designed, safe, public pedestrian linkages through the site to the Parnell Station and the Domain.

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2.4 Central Park

The objectives and policies of the underlying Business Park zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and the extent of the precinct.

Precinct description

The Central Park precinct provides for employment and office activities within an office park environment. Good urban design principles and constraints on the amount and location of parking contribute to the pedestrian amenity of the precinct. The amount of supporting services and minor convenience/service retail that can be established in the site is capped so that the Central Park precinct and Ellerslie town centre complement, and do not compete with each other.

The precinct is separated into four development areas. The four areas have different building heights, reflecting the existing built environment, the nature of the site, its location near Ellerslie town centre and surrounding protected views.

Objective

1. The Central Park precinct is developed as a business park with a range of supporting activities that are complementary to the Ellerslie town centre, and is well designed and integrated with the surrounding area.

Policies

1. Limit land use activities such as retail, food and beverage, to those that serve the needs of office workers within the precinct.
2. Require development to enhance pedestrian connections through the site.
3. Require development to provide landscaped areas and pedestrian plazas that enhance the amenity of the site and provide a focal point of the development.
4. Require buildings to align with and activate private streets within the site and part of Great South Road.
5. Avoid, remedy and mitigate any adverse traffic effects from development on the Ellerslie Panmure Highway interchange.
6. Require development within the precinct to apply good urban design principles including the following:
 - a. pedestrian connectivity
 - b. landscape amenity space
 - c. street and space enclosure
 - d. street and space overlooking (passive surveillance and activation)
 - e. gateway and landmark features
 - f. vehicle movements
 - g. massing and building height.
7. Promote the use of public transport and pedestrian orientated activity by limiting the amount of parking provided on the site once Central Park is fully developed.

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2.5 Cornwall Park

The objectives and policies of either the underlying Public Open Space - Informal Recreation or Public Open Space - Sports and Active Recreation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

Cornwall Park is a landscaped park designed for the recreation and enjoyment of the people of Auckland and New Zealand. The park is renowned for its landscape design and wide variety of mature trees. It is centred on a volcanic cone, One Tree Hill, which lies in the adjacent One Tree Hill Domain. A pre-European Māori fortification (pa) was built on the cone, many features of which can still be seen.

The purpose of the Cornwall Park precinct is to provide for the on-going operation and development of the Park while protecting significant vegetation, built heritage and known archaeological and geological features located within the Park's boundaries.

The predominant activity is a farm-park used for passive recreation together with associated ancillary activities and landscape amenities. Additional activities include active recreation, entertainment and events, food and beverage, visitor information, education and retail, exhibitions and park operations.

Cornwall Park's donor, Sir John Logan Campbell, is buried on the summit of One Tree Hill alongside the obelisk. The Māori name for the hill is Maungakiekie – mountain (maunga) of the kiekie. Kiekie (*Freycinettia banksii*) grows as an epiphytic climber or vine. While the two parks are run under different management regimes (Cornwall Park is administered by the Cornwall Park Trust Board, while One Tree Hill Domain is administered by the council), they have very similar objectives and are viewed by the public as effectively one park.

The precinct identifies sub-precinct areas and special attributes of Cornwall Park to guide the development of amenities and infrastructure within Cornwall Park for the next 10-15 years. The Cornwall Park precinct contains the following sub-precincts illustrated on the planning maps. Refer to the planning maps for the boundaries of the sub-precincts and map 3 in [clause 5](#) of the Cornwall Park precinct rules for the precinct plan outlining its land use areas.

Sub-precinct A: Parkland conservation

This sub-precinct includes Maungakiekie/One Tree Hill and includes the central crater and two "horseshoe" craters to the south and west. It is an area of high conservation and cultural value identified for protection.

Sub-precinct B: Parkland informal recreation

This sub-precinct includes the majority of the open parkland used for passive recreation, events and farm activity. The park is a significant farm operation and is predominantly grazed with stock.

Sub-precinct C: Parkland development

This sub-precinct is identified for the development of additional amenity features and infrastructure, including café and food and beverage activities, children's play facilities and infrastructure required to hold events. This area is specifically excluded from the historic heritage overlay.

Sub-precinct D: Parkland sport and active recreation

This sub-precinct is comprised of parts of the park used for sport and active recreation with associated fields and facilities including tennis, bowling, rugby, rugby league and cricket.

Sub-precinct E: Parkland visitor/information

This sub-precinct is comprised of the park's visitor and information centre and restaurant/kiosk.

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Sub-precinct F: Parkland farm activities

This sub-precinct is comprised of farm implement and shearing sheds.

Sub-precinct G: Parkland administration and operations

This sub-precinct is comprised of the park administration and operations buildings, including park depot and storage facilities.

Objectives

1. The special attributes of Cornwall Park are protected while enabling the on-going development, daily operation and maintenance of Cornwall Park to proceed.

Policies

1. Identify sub-precincts within Cornwall Park which distinguish between areas of conservation, informal recreation, sport and active recreation and development, including visitor information and commercial activities, farming activities and park administration and operations.
2. Manage land use and development in accordance with the primary purpose and outcomes sought in each of the sub-precincts.
3. Enable earthworks within specified areas where prior investigation provides evidence that the earthworks will not disturb an archaeological or geological feature.
4. Enable on-going/daily park operations, including farming operations and park maintenance to be undertaken as a permitted activity.
5. Provide for future development proposals including an elevated boardwalk through trees and a water body or water feature.
6. Limit the impact of formed and sealed parking areas on the conservation and amenity values of Cornwall Park by not requiring a minimum parking requirements for existing and new activities.

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2.6 Ellerslie 1

The objectives and policies of either the underlying Terrace Housing and Apartment Buildings or Mixed Housing Suburban zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Ellerslie 1 precinct applies to 5.9 ha of land within the Auckland Racing Club's Ellerslie Racecourse. The land, most of which is not used for racing purposes, is south of the race track and fronts onto Morrin Street.

The purpose of the precinct is to allow urban residential living that is comprehensively planned, capitalises on the park-like setting of Ellerslie Racecourse, and is complementary to the surrounding residential environment. The area is suited to residential intensification due to the high visual and recreational amenity offered by the Racecourse and the proximity of the land to Ellerslie town centre and Greenlane and Ellerslie train stations.

The land comprises five sub-precincts. The underlying zoning for sub-precincts A, B, C and D is Terrace Housing and Apartment Buildings. The underlying zoning for sub-precinct E is Mixed Housing Suburban.

The sub-precincts are in an east-west spread. The controls on height and use are progressively more restrictive the further east the sub-precinct is to achieve a transition from the racecourse grandstand through to the adjacent established residential area.

Sub-precinct A is closest to the racecourse grandstand and allows a greater height and range of activities than sub-precincts B and C. Sub-precinct D is a triangular area of land adjoining Mitchelson Street, the majority of which is intended to vest in Auckland Transport as a road. Sub-precinct E is a 23m wide strip of land which has special yard requirements and indicative building platforms (refer Map 1 below) to retain views to the open spaces within the racecourse from existing dwellings.

A framework for the development of the land is set out in the [Precinct Plan: Ellerslie 1](#). This shows existing trees and stone walls to be retained, the location of private roads and those to be vested in council, required building frontages, viewshafts and pedestrian links.

Objectives

Sub-precincts A, B, C and D

The objectives are those for the Terrace Housing and Apartment Buildings zone except as specified below:

1. Residential development that is of moderate high intensity and is complement to the landscape and built form of Ellerslie Racecourse and the surrounding residential area is supported.
2. Trees identified in the precinct plan that add to the area's amenity and sense of place are retained.
3. The surrounding road network is not compromised by the adverse effects of traffic from development and through traffic.

Sub-precinct E

The objectives are those for the Mixed Housing Suburban zone except as specified below:

4. The outlook over the open space within the racecourse from residential properties in this sub-precinct is maintained.

Policies

Sub-precincts A, B, C and D

The policies are those for the Terrace Housing and Apartment Buildings zone except as specified below:

1. Require development to be undertaken in a comprehensive and integrated manner that:
 - a. opens up views into the racecourse, through the use of height restrictions and view shafts shown

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in the precinct plan

- b. addresses and fronts onto the racecourse
 - c. integrates with and respects the surrounding built and natural environment
 - d. provides walking and cycling links through the precinct to facilitate access to Ellerslie town centre, Ellerslie train station and Greenlane train station.
2. Ensures there is sufficient capacity within the adjoining infrastructure (including roads) to accommodate the development.

Sub-precinct E

The policies are those for the Mixed Housing Suburban zone except as specified below:

3. Special yards are imposed between buildings to mitigate the potential loss of visual amenity from residential properties over the open space within the racecourse.

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2.7 Ellerslie 2

The objectives and policies of the underlying Mixed Use zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Ellerslie 2 precinct is located in the south western corner of the Ellerslie Racecourse, bordered by the southern motorway and an avenue of phoenix palms, which used to provide the main entrance to the racecourse. The land contains a mixture of pervious and impervious surfaces and was once frequently used for parking in conjunction with race meetings.

The purpose of the Ellerslie 2 precinct is to provide for a limited range of low intensity mixed uses that complement existing land uses to the north west of the precinct and do not compromise the economic vitality of Ellerslie town centre. The provisions in the precinct:

- Control the design of new buildings
- Limit the total floor area for activities
- Restrict retail and restaurant uses
- Protect of landscape values within the precinct
- Manage vehicular and pedestrian traffic effect

There are three sub-precincts:

- Sub-precincts A and B introduce variations in land use and design development controls that manage the built form and protect landscape values and features such as trees and lava caves.
- Sub-precinct C manages the formation and public use of a private road for through access.

Objectives

The objectives are as listed in the Mixed Use zone except as specified below:

1. Development is of an intensity that complements surrounding businesses north west of the precinct and does not compromise the economic vitality of Ellerslie town centre.
2. Development in sub-precincts A and B is of a scale, bulk and height that integrates positively with the landscape values within the precinct and surrounding built form.
3. The surrounding road network is not compromised by the adverse effects of traffic from development and through traffic.

Policies

The policies are as listed in the Mixed use zone except as specified below:

1. Limit the total floor area in the precinct to 16,773m².
2. Restrict the total floor area for retail and Food and beverage land uses.
3. Require new buildings and development to be designed and located in a manner that contributes positively to the visual landscape of the Ellerslie Racecourse when viewed from the southern motorway, within the racecourse grounds and surrounding sites by:
 - a. Retaining existing significant trees
 - b. Requiring sufficient space to allow for additional landscaping
 - c. Requiring an active building frontage that contributes to pedestrian amenity and passive surveillance of the adjoining road
 - d. Using building design that manages the building scale, height and bulk

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- e. Minimising landform and earthwork modifications on outstanding natural features.
- 4. Manage traffic from the precinct and through vehicle and pedestrian traffic so that it does not compromise the functioning of the surrounding road network by:
 - a. Providing a private road through the precinct linking Ascot Avenue and Mitchelson Street b. Requiring pedestrian footpaths/routes linking with existing footpaths
 - b. Controlling the location and number of vehicular access to sites

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2.8 Monte Cecilia

The objectives and policies of the underlying Public Open Space - Conservation zone apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Monte Cecilia precinct is located half way between Three Kings and Royal Oak. It is situated in the middle of a large block between Mt Albert and Herd Roads to the north and south and between Hillsborough and Queenstown Roads to the west and east.

The precinct is comprised of two sub-precincts:

- Monte Cecilia Park sub-precinct
- Pah Homestead sub-precinct

Monte Cecilia is an area of exceptional heritage value to the immediate area, and within the wider Auckland region. The Pah Homestead building is a 19th century Italianate mansion that sits within park like surrounds. The pattern and type of planting across the landscape is a key feature of the park, with many elements of the 19th century designed landscape still visible. The clear historical, visual and spatial relationships between the house and grounds (including the stables, carriage drive and gates, sheds paths, steps, fencing etc) are integral to the sites sense of place. The precinct site and surrounding land is also of significance to tangata whenua as it is known to have been occupied by Māori and was formerly known as Whataroa Pa.

The purpose of the precinct is to protect the natural and historic heritage characteristics of the precinct while enabling its use for arts and cultural activities as well as conferences, meetings and functions. The rules of the precinct are intended to provide for such activities so long as the park's heritage values are maintained as a priority.

Objectives

The objectives are as listed in the Public Open Space – Conservation zone in addition to those specified below.

1. The historic and natural heritage values and characteristics of Monte Cecilia Park and Pah Homestead are protected and enhanced.
2. Monte Cecilia Park and Pah Homestead are used for activities which are compatible with the natural and historic heritage values and characteristics of the precinct.

Policies

The policies are as listed in the Public Open Space – Conservation zone in addition to those specified below.

1. Ensure activities are compatible with the Monte Cecilia Character Statement and Pah Farm Conservation Plan.
2. Promote the arts and cultural purpose of the precinct while ensuring there are no adverse effects on the archaeological, heritage, geological, arboricultural or Māori cultural values of the precinct.
3. Ensure that the landscape values, heritage landscape values and the spatial relationship between the park and the homestead are conserved and protected.
4. Provide for passive recreation activities which will have the least modification to and the least impact on the natural environment and historic heritage features of value.

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2.9 Mount Albert 1

The objectives and policies of the underlying Business Park zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Mount Albert 1 precinct applies to a Business Park zoned area accessed from Mt Albert Road.

The Business Park zone is a zone specifically for large out-of-centre office activities that are able to avoid adverse effects on the function and amenity of the City Centre, Metropolitan and Town Centre zones.

The purpose of the precinct is to avoid these adverse effects on centres, by limiting the permitted amount of office space for this area of Business Park zone.

Objective

1. Adverse effects on the function and amenity of the City Centre, Metropolitan and Town Centre zones are avoided.

Policy

1. Limit the permitted amount of office space to avoid adverse effects on the vitality and viability of the City Centre and nearby Metropolitan and Town Centre zones.
2. Assess applications to exceed the permitted amount of office space against the objectives and policies of the Business Park zone.

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2.10 Mount Albert 2

The objectives and policies of the underlying Special Purpose - Tertiary Education zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Mount Albert 2 precinct covers the site currently occupied by the Auckland Institute of Studies St Helens (AIS). This is a tertiary education institute. The main campus is located on Linwood Avenue in Mount Albert. The campus is located within the Special Purpose: Tertiary Education zone and is adjacent to the Chamberlain Park Golf Course, which is zoned Public Open Space – Sport and Active Recreation.

The precinct is separated into two areas, sub-precinct A and sub-precinct B, in order to protect the amenities of neighbouring residents.

Objectives

The objectives are as listed in the Special Purpose: Tertiary Education zone, except as specified below:

1. The amenities of the neighbouring residents on the south east and south west boundaries of the campus are protected.
2. Educational facilities sensitive to the surrounding area are provided.

Policies

The policies are as listed in the Special Purpose Tertiary Education zone except as specified below:

1. Provide sufficient on-site car parking.
2. Mitigate external traffic effects arising from the operation of the tertiary education institute.
3. Limit the campus population.
4. Provide for community liaison with parties potentially affected by the operation of the tertiary education institute.

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2.11 Newmarket 1

The objectives and policies of the underlying Light Industry, Mixed Use and Local Centre zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Newmarket 1 precinct is centred around the Broadway mainstreet, which is anchored by the Olympic Pools at the northern end and the Westfield Centre at the southern end. The precinct is bounded by Gillies Avenue to the West and the Main Northern Trunk Line to the east.

The underlying zone is Metropolitan Centre. The precinct is subject to the following overlays:

- The additional zone height control overlay which reduces maximum building height to 32.5m.
- A special character overlay (Business – Newmarket) which specifies controls on the demolition and alteration of identified character buildings.
- The volcanic cone viewshaft overlay which sets height limits to protect views to Auckland's volcanic cones.

Newmarket has been identified as a key centre for growth given its central location, good transport links and high levels of amenity. The purpose of this precinct is to facilitate its further development as a metropolitan centre with controls to ensure new development makes a positive contribution to the streetscape, and the amenity and character of the precinct in general. Bonus provisions encourage the development of basement carparks, through-site lanes and covered retail through-site links to encourage good urban design, enhance pedestrian connections and create a sense of 'local place'.

Objectives

The objectives are as listed in the Metropolitan Centre zone in addition to those specified below:

1. The Newmarket 1 precinct is a high quality built environment that is well connected and maintains a local place character.
2. High-quality urban design outcomes are achieved and pedestrian linkages throughout the precinct create interest and vitality in the street environment.

Policies

The policies are as listed in the Metropolitan Centre zone in addition to those listed below:

1. Require the bulk and form of new development to avoid adverse visual and dominance effects on the streetscape and public open spaces.
2. Encourage new development to provide basement car parking to facilitate innovative building design and high-quality street frontages.
3. Encourage new development to provide publicly accessible retail lanes and pedestrian linkages to, and through the precinct that integrate well with the public realm and are attractive and safe.

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2.12 Newmarket 2

The objectives and policies of the underlying Mixed Use zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Newmarket 2 precinct is located on the corner of Khyber Pass Road and Park Road and is bounded to the east by Sutter and Kingdon Street and to the north by the western rail line. The underlying zone of the precinct is Mixed Use – Area A. The precinct has a design and development height overlay of 24.5m.

The purpose of the precinct is enable development of a high-quality education campus with predominantly research focussed character, that integrates with and compliments the Newmarket Metropolitan Centre. The University of Auckland own the site and have identified it as a future innovation centre for the co-location of research facilities. The precinct is close to the Newmarket Metropolitan Centre and has good public transport links both bus and rail. The existing building stock is solid and robust, and the precinct rules enable the adaptive re-use of these buildings consistent with the educational identity of the precinct.

To facilitate the integrated and coordinated redevelopment of the precinct, landowners are encouraged to prepare a framework plan before individual buildings are constructed.

Objectives

The objectives are as listed in the Mixed Use zone except as specified below:

1. Tertiary education facilities meet the education needs of their students, facilities research and development, and provide for the well-being of staff, students and visitors.
2. Commercial and retail activities are enabled at a scale and intensity which ensures that adverse effects on the function of the Newmarket metropolitan centre are avoided.
3. The precinct is designed and developed in an integrated and comprehensive manner to:
 - a. enhance the precinct's built character and urban form.
 - b. integrate positively with the wider environment, including the Newmarket metropolitan centre.
 - c. incorporate high-quality urban design.
 - d. cContribute positively to the amenity value of public open spaces and streets, including Khyber Pass and Park Road.
4. Open spaces and pedestrian linkages within and from the precinct are provided for and enhanced.
5. Development is integrated with transport networks and supports pedestrian, cycle and public transport usage.

Policies

The policies are as listed in the Mixed Use zone except as specified below:

1. Enable a wide range of education activities and ancillary activities to occur within the precinct, including education, research, health, recreation, residential accommodation, community facilities and appropriate accessory activities.
2. Enable a range of activities to establish within the precinct without:
 - a. undermining the viability and vitality of the Newmarket metropolitan centre as the primary location for business activities, or
 - b. adversely affecting the safe and efficient operation of the transport network.
3. Encourage comprehensive and integrated development of the precinct in accordance with an approved framework plan.

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4. Encourage the development of framework plans for the precinct prior to the construction of new buildings or development within the precinct to:
 - a. promote distinctive high quality design for new development to enhance the precinct's urban form and integrate with the adjoining metropolitan centre and surrounding neighbourhood.
 - b. require the design and external appearance of new buildings and structures to respect existing buildings, be sympathetic to the amenity values and historic character of the surrounding area, and enhance the streetscape and gateway locations of the precinct.
 - c. limit building height in parts of the precinct to protect identified volcanic view shafts, and to provide a transition from lower buildings adjacent to the boundary of residential or public open space zoned land to higher buildings in the core of the precinct to internalise adverse effects such as visual dominance, overshadowing and wind.
5. Protect and enhance the visual amenity values and safety of adjacent public open spaces through the appropriate site layout and design and external appearance of buildings and other structures including encouraging building frontages and activities to interact with the street and other public places where appropriate.
6. Require screening of landscaping of waste management facilities, service areas/buildings and car parking to enhance their appearance when viewed from adjacent areas or the public realm.
7. Require buildings adjacent to publicly accessible private open spaces and pedestrian linkages and through sites to be designed and located to overlook these spaces and contribute to their safety.
8. Require development to maintain and provide a network of key pedestrian linkages, open space and plazas within the campus, consistent with education activities and campus operations.
9. Encourage development to incorporate integrated multi-modal transport planning that:
 - a. promotes and enhances opportunities for bicycle and public transport including providing for integration to the Grafton rail station
 - b. identifies and provides for a network of pedestrian, cycle and vehicular linkages to and through the campus
 - c. avoids adverse traffic effects on the transport network and pedestrian safety and amenity.

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2.13 Observatory

The objectives and policies of the underlying Public Open Space Informal Recreation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Observatory precinct covers both the Auckland Observatory and Planetarium (Stardome) within One Tree Hill/ Maungakiekie Domain alongside Cornwall Park. The purpose of the precinct is to provide for the ongoing use and future development of the Observatory and Planetarium.

Auckland is one of the few cities in the world with both an astronomical observatory and a planetarium. The purpose of this precinct is to provide for the ongoing use and development of both facilities.

The Observatory and Planetarium on One Tree Hill Domain are valued regional assets. Additions and alterations to the existing buildings may be required to provide for the ongoing operation and future expansion of the facility for use by the wider community.

As well as enabling restaurants and retail that are accessory to the Observatory and Planetarium, the precinct requires a resource consent for new buildings, additions and alterations to ensure that they are appropriately designed and landscaped to manage adverse effects on the landscape values, operation and open space nature of One Tree Hill/ Maungakiekie Domain.

Objective

The objectives are as listed in the Informal Recreation zone in addition to that specified below.

1. The Observatory and Planetarium are used and developed in a way that is compatible with the One Tree Hill/ Maungakiekie Domain's landscape character.

Policies

The policies are as listed in the Informal Recreation zone in addition to those specified below.

1. Enable the use of a defined area of the One Tree Hill /Maungakiekie Domain for the Observatory and Planetarium.
2. Control development of new buildings and alterations, including height, design, building coverage, materials, landscaping, accesses and car parking, so they are compatible with the landscape character of the area.
3. Manage the impacts of light spill on the Observatory from surrounding land uses

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2.14 Okahu Marine

The objectives and policies of the underlying Marina, Public Open Space - Sport and Active Recreation and Public Open Space – Informal Recreation zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to the planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Okahu Marine precinct is located at Okahu Bay, Tamaki Drive, and includes both the coastal marine area and the adjoining land at Orakei marina, the Okahu landing and Watene Reserve.

The purpose of the Okahu Marine precinct is to provide for marina, marine-related and recreation activities in an integrated manner across land and sea. The precinct provides guidance for the future use and development of the precinct.

The precinct provides for marine-related activities and structures associated with Orakei marina and Okahu Landing, and recognises the value of the landing in providing access to the harbour. The public amenity and open space values of the precinct are also recognised, including the pedestrian and cycle connections that are a key part of the informal recreation use of the precinct and Tamaki Drive. Parts of the precinct provide for ancillary or temporary activities related to marine activities and the use of the public space.

To prioritise the use of land within the precinct for marine-related and recreation activities no parking is required. Overflow boat trailer parking for boats using the precinct is provided for in Watene reserve.

The precinct is comprised of three sub-precincts as shown on the planning maps:

- Sub-precinct A - the Marina sub-precinct provides for the consented marina activity in the Marina zone and its interface and use of the adjacent land for supporting activities and access.
- Sub-precinct B – the Okahu landing sub-precinct in the Public Open Space - Sport and Active Recreation zone provides for the marine-related clubs based on the land and the use of the hardstand for boat storage and maintenance.
- Sub-precinct C – the Watene Reserve sub-precinct provides for the overflow of trailer parking during peak periods.

Objectives

[rcp/dp]

1. The Okahu Marine precinct is managed in an integrated way that supports the precinct's multi-use functions and maintains the recreation, visual amenity, landscape and ecological values of Okahu Bay.
2. The ongoing use and development of Okahu landing hardstand is provided for.

Policies

[rcp/dp]

1. Enable activities and development that reflects the coastal location on Tamaki Drive and the particular requirements of the marine recreation activities undertaken within each sub-precinct.
2. Recognise the need to manage parking associated with the marine recreation occurring within the precinct in a comprehensive manner.
3. Provide for informal recreation in the precinct, recognising the recreational trails linked to Tamaki Drive that provide for public access and safety.

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2.15 Old Government House

The objectives and policies of either the underlying Public Open Space Conservation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Old Government House precinct is located at the corner of Princes Street and Waterloo Quadrant. The land forms part of the University of Auckland complex. The buildings located on the site include the MacClaurin Chapel, the old gate keeper's cottage, and Old Government House.

The Old Government House Grounds, whilst in private ownership, are available for public use and provide a key open space within the city centre and in particular the University. The amenity of the area contrasts with the intensity of the surrounding building form.

The purpose of this precinct is to ensure that the Grounds remain predominantly an open space for passive recreation. As a result the range of activities allowed in this precinct is limited to education and associated activities. A number of features included within the grounds have been scheduled for protection.

Objective

The objectives are as listed in the Public Open Space - Conservation zone except as specified below:

1. Education and related activities are enabled.

Policy

The policies are as listed in the Public Open Space - Conservation zone except as specified below:

1. Enable a range of education activities and accessory activities to occur within the Old Government House Grounds precinct

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2.16 Ōrākei 1

The objectives and policies of the underlying Terrace Housing and Apartment Building, Mixed Housing Suburban, Mixed Use and the Māori Purpose zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Ōrākei 1 precinct includes the land identified as hapu reservation (land held for the purposes of a marae, church, urupa and related hapu amenities) and land identified for development for papakāinga and other commercial and non-commercial activities under the Ngāti Whātua Ōrākei Claims Settlement Act 2012.

The Ōrākei 1 precinct incorporates the following key aspects:

1. Provides for a range of activities to support and enhance the development for papakāinga and other commercial and non-commercial activities.
2. Four separate sub-precincts which provide for the integrated development of this precinct.
3. Encourages a framework plan consent on large sites prior to the development of individual buildings. Where a framework plan has been approved, subsequent development complying with the framework plan and development controls is permitted.
4. Increased building height along the Kupe Street ridge to facilitate intensification, reflecting the appropriate width and orientation of the street.
5. Introduces additional precinct specific assessment criteria and information requirements for a framework plan and for development occurring subsequent to a framework plan.

The sub-precincts are as follows:

- Sub-precinct A Terraced Housing and Apartment Buildings zone
- Sub-precinct B Mixed Housing Urban zone
- Sub-precinct C Mixed Use zone
- Sub-precinct D Māori Purpose zone

A joint design and approval panel is being investigated with equal council and Ngāti Whātua Ōrākei representation. This panel would make decisions on all resource consents or plan changes affecting the Ōrākei 1 Precinct. All permitted activities for the construction of new buildings would also be endorsed by the joint design and approval panel on a non-statutory basis. The establishment of a joint design and approval panel would need to be considered by the council, including, where relevant, whether the panel would meet the requirements for establishing a joint management agreement under s.36b of the RMA.

Objectives

The objectives are as listed in the relevant underlying zones in addition to those specified below:

1. The reestablishment of Ngāti Whātua Ōrākei on their Whenua Tūpuna (ancestral land) within an integrated and sustainable community environment which reflects Ngāti Whātua Ōrākei Mātauranga.
2. Ngāti Whātua Ōrākei is meaningfully involved in the management and decision making processes relating to Ngāti Whātua Ōrākei ancestral land.

Policies

The policies are as listed in the relevant underlying zones in addition to those specified below:

Kotahitanga and Whanaungatanga – community and relationships

1. Promote a cultural sense of place, a location that promotes and supports interaction and engagement

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between tribal members and a community environment unique to Ngāti Whātua Ōrākei in Tāmaki Makaurau.

Wairuatanga – spiritual connections

2. Encourage design which promotes connection to significant Ngāti Whātua Ōrākei landmarks, cultural features and heritage connections.

Kaitiakitanga – sustainable management

3. Recognise and promote development and design solutions that protect or enhance natural, cultural and heritage values of Ngāti Whātua Ōrākei ancestral land.

Mātauranga – traditional knowledge and identity

4. Promote and provide for Ngāti Whātua Ōrākei Mātauranga in design and development.

Orangatanga – wellbeing

5. Promote the establishment of community, social and employment facilities which enhance the economic and social wellbeing of Ngāti Whātua Ōrākei people and the wider community.
6. Maximise the opportunity to utilise the finite papakāinga land resource efficiently to house current and future generations of Ngāti Whātua Ōrākei people while avoiding or mitigating adverse effects on the surrounding environment.

Mauritanga – ecosystem enhancement and linkages

7. Require development to maintain or enhance ecosystems and surrounding natural habitats, including the Whenua Rangatira.

Rangatiratanga – self determination

8. Establish a joint management agreement in accordance with s.36B of the RMA or similar agreement, between Ngāti Whātua Ōrākei and the council which:
 - a. ensures Ngāti Whātua Ōrākei have equal decisionmaking powers in relation to policy and development decisions affecting their ancestral land
 - b. provides an efficient process to assess the design attributes of new buildings and development.

Framework plans

9. Encourage the location, bulk, outlook, access to, and servicing of buildings to be planned and designed in a comprehensive and integrated manner through framework plans.
10. Encourage the establishment of an integrated, well-connected, safe and accessible pedestrian and public open space network through a framework plan that creates a public neighbourhood environment and which complements and improves accessibility to any surrounding public open space.
11. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
12. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring sub-precinct.

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2.17 Ōrākei 2

The objectives and policies of the underlying Māori Purpose zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

This precinct applies to the Whenua Rangatira area which is set aside by the Ōrākei Act 1991 and the Ngāti Whātua Ōrākei Claims Settlement Act 2012 for the use and benefit of the members of the hapū and citizens of the City of Auckland. It is managed and controlled by the Ngāti Whātua Ōrākei Reserves Board comprising council and Ngāti Whātua o Ōrākei representatives, as a recreation reserve, with a reserves management plan prepared under the processes established by the Reserves Act 1977.

The Whenua Rangatira reserve management plan is integrated with the Unitary Plan controls as a method of ensuring that any development or use of the Whenua Rangatira provides for the sustained wellbeing of Ngāti Whātua Ōrākei while providing the land for the common use and benefit of the members of the hapū.

The Whenua Rangatira reserve management plan applies a different management approach to the following sub-precincts of the Whenua Rangatira:

Sub-precinct A – Ōkahu Bay

At the western end of the Whenua Rangatira, Ōkahu Bay is the most readily accessible portion of the reserve for the public by both land and sea. It nestles in to the valley floor and is overlooked by surrounding residential development.

The general public values this part of the reserve as adjunct to beachfront activities and as an ideal area for group activities. This identity area has from time to time hosted largescale entertainment such as circuses, music groups and waka arrivals. It is bisected by Tāmaki Drive, which separates it from the beachfront portion of the Whenua Rangatira at Ōkahu Bay. The physical separation by the road inhibits interaction between the two parts of the reserve.

The urupā and church are not part of the Whenua Rangatira, but are nevertheless the most significant elements within this identity area. They are a reminder of the marae and papakāinga that once occupied the land. The historical and cultural values of this area will be an important component of the management of this part of the reserve.

The strong Ngāti Whātua identity within this identity area could set the parameters for future use of the whole of the Whenua Rangatira.

It is possible to sight the Wharenui from parts of this area, reinforcing the strong cultural connection between Ōkahu Bay and the marae. There is a strong visual and axial link from the marae, through this particular piece of the Whenua Rangatira, to the seashore of Ōkahu Bay and on to the Waitematā Harbour.

Sub-precinct B – Takaparawhau

This elevated platform, edged with dramatic tree lined cliffs, comprises the bulk of the Whenua Rangatira. Although divided by several gullies, it is spacious enough to accommodate a wide range of recreation pursuits. The area forms a natural gateway in conjunction with Takapuna (North Head) to the inner harbour.

There is little vegetation on the more gentle slopes, a legacy of the earlier grazing regime which would have ensured the failure of any natural revegetation processes. Mown grassland now graces the hill tops and the gullies remain in a weed-covered and eroded state.

There is little public activity on the land except on those special occasions when thousands of citizens flock to the Whenua Rangatira to watch events on the harbour. There is ready and obvious access to some of the land,

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via Hapimana Street, but no promotion of the reserve as a facility for public use and enjoyment.

The area is part of the parcel of land returned to Ngāti Whātua Ōrākei and is viewed as a major part of their tūrangawaewae (place to stand with mana).

The adjacent marae and papakāinga, together with cultural artifacts within the site give Takaparawhau a special character which can be utilised in future management and development of the land.

Sub-precinct C – Tai Hara Paki

Adjacent to and surrounding the Michael Joseph Savage Memorial, this identity area hosts a variety of public activities. It is the arrival point for visitors to the Savage Memorial and the upper Whenua Rangatira and because of the vehicular access, is visited by many families seeking open space for picnicking, kite flying and other similar activities.

Hapimana Street also provides an alternate access to the front of the marae. The toilet/workshop building, while functional, stands out against the scenery from almost all viewpoints on the upper levels of the Whenua Rangatira.

Vegetation is a mix of indigenous and exotic plant material, on both the cliff face and in the valley, with a relatively dominant row of Phoenix palms along Hapimana Street. Views from the area are outstanding and view lines need to be maintained or enhanced.

Sub-precinct D – Kohimaramara

An area of the Whenua Rangatira to the east of Savage Memorial and facing more directly towards Mission Bay.

Visually, it is more strongly connected to the Mission Bay beach reserve and the Moehau Channel than it is to Takaparawhau, although there is some visual rapport with the marae, especially from the upper slopes. There is pedestrian access from Mission Bay, leading directly to the Savage Memorial, but there is little other activity of note on this part of the site.

Sub-precinct E – Te Ngahere

Although significant as open space adjoining urban development, this area is without the attributes ascribed to other parts of the Whenua Rangatira. The steeper lower slopes and broken ground render it less attractive for the kinds of passive recreation occurring on other parts of land.

The higher portion lies at the end of Kupe Street and adjacent to the marae and papakāinga. The landform here is quite gentle and in general there are no prominent physical features. This is a good vantage point for distant views of the Hauraki Gulf, but it does not offer the superb views to be had from Takaparawhau. The crest does not figure prominently in views from distant vantage points on the surrounding volcanic cones, or from the harbour, since it tends to be buried within the urban fabric that surrounds it.

There are two memorials on this site, reflecting events that occurred during the land protests in 1977, giving the site a special cultural significance. Vegetation consists of small areas of exotic species along the eastern boundary.

Sub-precinct F – Transition zone

The Transition zone is designed to provide a buffer between the hapu and the Whenua Rangatira while still enabling access from the papakāinga to the Whenua Rangatira. The development within this zone, while supporting the marae activities, needs to complement the natural environment of the Whenua Rangatira.

Objectives

The objectives are as listed in the Māori Purpose zone in addition to those specified below.

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1. The sustainable management of the cultural and physical resources of the Whenua Rangatira to provide for wider community needs and the cultural and spiritual needs of the Ngāti Whātua Ōrākei hapū is provided for.
2. Development and activities are consistent with the principles of the reserves management plan.

Policies

The policies are as listed in the Māori Purpose zone in addition to those specified below.

1. Require development or activities on the Whenua Rangatira to be complementary to the marae, urupā and papakāinga.
2. Encourage the enhancement and protection of environmentally sensitive physical elements in the landscape.
3. Safeguard the environmental qualities and amenities of the land through the use of a concept plan and specific activity areas.
4. Enable the provision of employment opportunities where possible for the Ngāti Whātua Ōrākei hapu.
5. Provide for the use of open space and the recreational use for the wider community of Auckland.
6. Incorporate the cultural identity of Ngāti Whātua Ōrākei within the Whenua Rangatira as an integral part of Auckland's cultural development.
7. Align the management and development of the Whenua Rangatira with the reserve management plan, the Ōrākei Act 1991 and the Reserves Act 1977.

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2.18 Ōrākei Point

The objectives and policies of the underlying Mixed Use, Public Open Space – Informal Recreation and Strategic Transport Corridor zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Orakei Point precinct applies to land located along Orakei Road adjoining the Coastal Marine Area (CMA). The precinct is bisected by the North Island Main Trunk Railway. The underlying zoning is primarily Mixed Use. Land zoned Public Open Space – Informal Recreation adjoining the CMA in the northern and western parts of the precinct, and the land within the railway designation is zoned Strategic Transport Corridor (adjoining the railway line).

The purpose of the precinct is to enable a comprehensively planned, transit oriented community, with development undertaken generally in accordance with a Master Plan, and the staged provision of public facilities and infrastructure. The Master Plan is shown on [precinct plan 5](#).

Additional development controls are imposed by [precinct plans 2-5](#), and the Special Tree Protection Area which is shown on [precinct plans 4 and 5](#). The precinct is divided into sub-precincts A to F for the purposes of the different development controls that apply in these areas. [Precinct plans 1-5](#) seek to maximise the opportunities offered by the precinct, while respecting the sensitivities of its coastal location and geological and heritage values.

Under [precinct plan 5](#), the railway Corridor is capped by a podium, reducing noise and allowing development and public access across the precinct. [Precinct plan 5](#) also includes public plazas, a new Orakei Train Station, and a new loop road to re-enforce the public nature of the development. [Precinct plan 5](#) provides for 80,000m² of GFA, equating to approximately 700 apartments and a maximum of 10,000m² for both retail and office activities.

Objectives

The objectives are as listed in the Mixed Use zone, Public Open Space zone, and Strategic Transport Corridor zone in addition to those specified below:

1. Orakei Point is comprehensively developed as a mixed-use precinct, which integrates well with the public transport network.
2. High quality public open spaces both within Orakei Point and around its seaward perimeter are created.
3. Principles of sustainability are adopted in the development.
4. Adverse effects from the current and anticipated future operation of the North Island Main Trunk Railway Line are avoided and mitigated.

Policies

The policies are as listed in the Mixed Use zone, Public Open Space zone and Strategic Transport Corridor zone, in addition to those specified below:

Transit Orientated Community

1. Promote future growth and improvements to public transport through the construction of a new covered railway station.
2. Require staging of infrastructure and public places in a manner that compliments built development.
3. Enable other modes of transport other than private motor vehicle by providing connections to public transport, and limiting parking.

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Development is undertaken in a comprehensive manner

4. Promote development that is generally consistent with [precinct plan 5](#).
5. Require new development and public places to achieve an appropriate interface between buildings, public spaces and Orakei Point's coastal setting.
6. Promote high urban design standards.

High quality public open space

7. Provide a wide range of public spaces, including green spaces for passive recreation around the perimeter of Orakei Point, urban plazas and a street network with a strong pedestrian focus.
8. Provide a green corridor along Orakei Road and Orakei Basin by creating new public space and requiring landscaping and setback requirements.
9. Provide public plazas on the northern seaward side of Orakei Point maximising public views and amenity.

Sustainability in new development

10. Integrate development with public transport.
11. Orientate development and open spaces northwards to maximise solar access.
12. Design buildings to be adaptable to other suitable activities over time.

Adverse effects from the North Island Main Trunk Line are avoided or mitigated

13. Require a minimum level of acoustic amenity for occupiers of buildings through the design and construction of buildings and services.
14. Avoid and mitigate vibration effects, and diesel fumes associated with current and future operation of the railway line through the design and construction of buildings.

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2.19 Saint Heliers

The objectives and policies of the underlying Local Centre and the Mixed Housing Urban zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The precinct focuses on the existing commercial centre and immediately adjacent residential development north of Polygon Road.

St Heliers is strongly defined by its relationship to the bay and beachfront, the Hauraki Gulf, Rangitoto Island and Tāmaki Drive. These features have influenced the development of the commercial and residential activities. The St Heliers village is focused on St Heliers Bay Road and the waterfront. It has a significant number of buildings from the 1920s and 1930s together with a very small number from 1860 to 1920, and a mix of more recent buildings.

The purpose of the precinct is to maintain and enhance the character of St Heliers and to promote its amenity values. The provisions recognise that while parts of St Heliers have historic importance, its other intrinsic qualities or characteristics are also worthy of retention and enhancement. [Figures 1, 2 and 3](#) illustrate the frontage setback and maximum height controls that are applicable within the precinct.

Objective

The objectives are as listed in the Local Centre and Mixed Housing Urban zones and in addition to the objective specified below:

1. The unique and established character, beachside setting, natural environment, and amenity of St Heliers are maintained and enhanced.

Policies

The policies are as listed in the Local Centre and Mixed Housing Urban zones in addition to those specified below:

1. Require buildings, vehicle access and car parking to avoid visually or physically dominating the street.
2. Maintain access to sunlight and ensure development is of a human scale through the use of building setbacks and design treatment which is compatible with the established built character of St Heliers.
3. Encourage resource consent applications for replacement buildings first, before resource consent applications for substantial demolition of buildings are made.
4. Require new development to contribute to and enhance the amenity and character of St Heliers.
5. Maintain a sense of place which provides for St Heliers' character.

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2.20 Saint Lukes

The objectives and policies of the underlying Town Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Saint Lukes centre is one of Auckland's premier retail destinations and performs the role of anchor for the wider Saint Lukes town centre. It is strategically located in the western part of the Auckland isthmus and is well connected to the surrounding road network. Several bus routes serve the integrated shopping centre and the Morningside railway station is within walking distance.

The four concept plans enable the future expansion and redevelopment of the Saint Lukes centre. The principal focus of the concept plans is to allow flexibility for the configuration of the centre's expansion and to enable a range of permitted activities, while including a set of provisions to manage potential external effects.

Enabling the development of a mixed use environment is a key element of the development of a high density town centre at Saint Lukes. The site itself may not contain all the elements that comprise the town centre but it will form its commercial heart. The concept plan provisions enable and encourage the establishment of a wide range of uses including retail, entertainment, education, civic, commercial and residential activities.

The concept plans facilitate an extension to Exeter Road. A private road linking Exeter Road and Aroha Avenue will provide safe, pleasant and convenient pedestrian access to the shopping centre from the residential areas to the east as well as promoting a pedestrian oriented focus for the expanded centre. Rules and assessment criteria are included to ensure a high level of pedestrian amenity and lower priority for motor vehicles along this road.

Floor area limitations reflect the level of development considered appropriate and sustainable, particularly in terms of traffic effects. In addition to lateral expansion, the height limits allow flexibility in the configuration of floor area, including higher buildings on two prime corners of the site, and a mixture of uses. Around the perimeter of the entire site, a system of interface controls apply so that adverse effects of new development on adjoining properties are avoided or mitigated.

Objectives

The objectives are as listed in the Town Centre zone except as specified below:

1. The future expansion and redevelopment of the Saint Lukes centre is enabled
2. The future expansion and redevelopment of the Saint Lukes centre is integrated with nearby and adjoining residential and commercial areas.

Policies

The policies are as listed in the Town Centre zone except as specified below:

1. Enable and encourage the establishment of a wide range of uses including retail, entertainment, education, civic, commercial and residential activities.
2. Require development to manage potential effects on the surrounding residential and commercial areas, in particular effects on amenity and public safety..
3. Enable a private road extension linking Exeter Road and Aroha Avenue, that provides a safe, pleasant and convenient pedestrian access to the Saint Lukes centre from the residential areas as well as promoting a pedestrian-oriented focus for the expanded centre.

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2.21 Sylvia Park

The objectives and policies of the underlying Metropolitan Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Sylvia Park is identified as an emergent metropolitan centre in the Auckland Plan. This status reflects that while Sylvia Park began as a shopping mall, this precinct seeks to guide future development towards supporting a greater range of activities for it to become a metropolitan centre.

Achieving high-quality development for buildings and publicly accessible open spaces, including the plaza, and others proposed, integrated with enhanced public transport facilities, will provide a community focal point with a unique sense of place.

Particular consideration needs to be given to building form, function, detailing and materials for new buildings. Future development should also recognise areas of remnant natural character, including Hamlins Hill and Panmure Basin. In addition, the precinct identifies a limited earthworks corridor which identifies the course of a historic, spiritual and culturally significant stream of importance to Mana Whenua. The path of the stream has been identified and commemorated on-site as part of its development. Some piling or service earthworks requiring resource consents may be necessary within the corridor.

Objectives

1. Sylvia Park provides a mix of residential, commercial, civic and community activities which promotes its role as a metropolitan centre.
2. Development at Sylvia Park is integrated with the surrounding urban environment and the natural values of the area.

Policies

1. Enable and encourage the establishment of a broader range of uses including residential, retail, community, entertainment, education, civic and commercial activities.
2. Require development to avoid or mitigate potential adverse effects on the environment, amenity and public safety of surrounding residential and commercial areas.
3. Require development in the Sylvia Park precinct to:
 - a. provide an integrated and legible urban form
 - b. enable and encourage a mix of activities
 - c. establish high-quality buildings in terms of external and internal appearance and functionality
 - d. establish high-quality, vibrant and accessible streets and public spaces
 - e. facilitate walking, cycling and public transport use to encourage sustainable transportation patterns
 - f. achieve a form of development that respects the surrounding cultural and physical environment
 - g. provide high quality dwellings which cater for different life stages through a range of dwelling sizes.

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2.22 Tāmaki

Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The purpose of the Tāmaki precinct is to provide for growth and regeneration to transform Tāmaki into a thriving, prosperous place to live. The Tāmaki regeneration area includes the suburbs of Glen Innes, Pt England and Panmure. While providing overall objectives for the Tāmaki area the precinct also specifies an additional sub-precinct (Tāmaki A) where particular mixed use outcomes are sought, to contribute to the overall realisation of transformation in Tamaki.

The Auckland Plan identifies Panmure and Glen Innes town centres as areas of significant change and the wider Tāmaki area as an area of moderate change to support the role of these town centres.

Tāmaki has a range of natural advantages including the Tāmaki River, Maungarei (Mt Wellington), Panmure Basin and large areas of green open space that can be combined with development aspirations to achieve quality outcomes.

Tamaki is located in close proximity to the city centre and other employment centres. The North Island Main Trunk railway line (with stations at Panmure and Glen Innes) and a number of regional arterial roads run through the Tāmaki area. An improved transport network is proposed as part of the Auckland Manukau Eastern Transport Initiative (AMETI). The opportunity for a high density, mixed-use transit orientated development exists around the former Tamaki railway station. Further planning will be needed before the full extent of this opportunity is realised.

The area is characterised by extensive areas of housing including state housing from the postwar era, and significant areas of business land. The wider Tāmaki area has undergone change in recent years with the development of the University of Auckland Tāmaki Campus and the Stonefields residential development in the former Mt Wellington Quarry.

The Tāmaki area has a diverse and multicultural population predominantly of Pacific Island, Māori and Asian descent. The area is geologically and archaeologically significant and historically was important for Māori, European and Chinese settlement. Several important cultural heritage sites remain.

Regeneration will require residential and business growth in the area, physical and social infrastructure improvements and improvements in transport, education and healthcare infrastructure. Development in the area will contribute to improved pedestrian and cycle connectivity, provide a high quality public realm, and add to the mix of housing choice.

The precinct provisions are intended to enable the planned regeneration of the Tāmaki area and support quality, integrated development. They seek to enable the provision of social and physical infrastructure needed to support the health and development of the community to advance the social, economic and cultural aims of the people of the Tāmaki area.

Sub-precinct A description: Tamaki Transit Orientated Development Precinct

Sub-precinct A applies to a group of large land holdings totaling more or less 16ha that are clustered around the former Tamaki rail station between Panmure and Glen Innes centres. An opportunity to comprehensively plan and achieve a quality high intensity development outcome exists at this location.

Sites within the precinct offer an opportunity to deliver more housing choice, connectivity to the Stonefields residential suburb, the Morrin Road business area, Maungarei Mountain and its associated open space network, and to the Tamaki suburban residential area to the east of the precinct through to the Tamaki River.

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A key catalyst for realising these outcomes is an increase in the residential and working population close to the rail line, which will support the reopening of the Tamaki rail station. Staging development of the land, to coincide with a reopened Tamaki rail station is critical in ensuring development in the area provides strong rail transit supporting activities and manages the transition of activities in the area to achieve this long term objective.

Transit-orientated development is a walkable, mixed-use form of development typically located within a 800m radius of a Transit Station. Higher density development with greater floor area ratios would be concentrated near the station to make access to public transport and local amenities more convenient. This form of development utilises existing infrastructure and provides a mix of land uses and densities that create a convenient, interesting and vibrant community for local residents and visitors alike. It is recognised that to achieve these sorts of outcomes some degree of bulk, scale and intensity will be required.

The precinct establishes the broad objectives, policies and activities needed to deliver a successful transit orientated development.

Objectives

Tāmaki precinct - General

1. Regeneration of the Tāmaki area occurs through integrated and coordinated redevelopment.
2. Intensification is enabled to support growth in Tamaki.
3. Population growth in the Tāmaki area is provided for through the precinct provisions.
4. Economic growth in the Tāmaki area is promoted to enable a prosperous community.
5. Safe and connected neighbourhoods supporting the social and economic development of Tāmaki and its community are created.
6. Glen Innes and Panmure town centres are developed as high quality, vibrant mixed use centres that are the heart of the Tāmaki community.
7. Significant landscape features, cultural landmarks, heritage items and historic places are identified and protected as part of urban regeneration.

Tāmaki sub-precinct A only

8. A high quality residential and commercial environment which maximises the efficient and effective use of land close to a rapid transit rail station.
9. Land use activities which generate high traffic movements or require large amounts of longstay car parking are excluded from development.
10. A minimum of 7000 residents live within a 10minute walk of the future Tāmaki train station.
11. Densities around a re-opened Tamaki Station support a high frequency, transit service and provide a locality for a variety of housing, employment, local services and amenities that support a vibrant station area community.
12. Structures, buildings, streets and open spaces are designed to create an inviting walkable, human-scale environment.
13. An active, interesting and interconnected pedestrian environment that facilitates connectivity between the Tamaki Station, neighbouring Stonefields, Morrin Road business area, Maungarei Mountain and the wider Tamaki suburban residential area.
14. A variety of housing densities suitable to transit-orientated development.

Policies

1. Encourage the preparation of a framework plan, prior to the establishment of land use activities and/or

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development, that promotes comprehensive planning of the precinct and provides for:

- a. flexible provisions
 - b. intensification
 - c. housing and employment
 - d. public infrastructure
 - e. identification and protection of significant landscape features, cultural landmarks, heritage places, and open space network
 - f. public transport and accessibility including walking and cycling.
2. Encourage consultation with any other owners of land within the precinct when preparing a framework plan.
 3. Require any framework plan to demonstrate the interrelationship and future integration with other land within the precinct, particularly where a framework plan can only be prepared for part of the precinct.
 4. Provide for integrated residential development on moderately sized sites.
 5. Enable a mix of housing typologies in the Tāmaki area to recognise the diverse community needs.
 6. Optimise the use of land and housing stock to effectively support and deliver social and economic benefits.
 7. Promote economic activity and provide for employment growth and ensure there is supporting infrastructure.
 8. Provide for the activities that enable residents of Tāmaki to obtain education, and skills training necessary to expand their employment opportunities.
 9. Enable activities that transition youth from education and training to employment.
 10. Provide for community services and activities, including temporary activities and events throughout Tamaki to support the diverse needs of the community with accessible facilities close to centres and transport networks.
 11. Promote improved transport connections in the Tāmaki area that link the Glen Innes and Panmure town centres with transport services to the city centre and across Auckland that:
 - a. integrates rail, bus, pedestrian and cycle connections
 - b. continues to provide effective park and ride facilities at the Glen Innes and Panmure train stations
 - c. supports the reopening of the Tāmaki train station.
 12. Enhance public views to Maungarei, Panmure Basin and Tāmaki River by incorporating views to these features in redevelopment and regeneration proposals.
 13. Enable the planned regeneration of the Tāmaki area and support quality integrated development through the use of framework plans.

Tāmaki subprecinct A only

13. Enable the development and redevelopment of land which includes a residential component in compliance with a framework plan, to achieve:
 - a. a fine grain street block structure that facilitates walking, cycling and public transport use centred on a future Tāmaki train station
 - b. enhanced walking and cycling links to both Stonefields in the west and Pt England/Panmure to the east

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- c. a built form height and bulk of buildings that fits within the context of the site and Maungarei Mountain
 - d. a minimum density of 60 dwellings/ha
 - e. restrictions for the maximum amount of car parking spaces that can be provided for any activity on the site
 - f. links between the future train station and staging of development on the site.
14. Encourage the location, bulk, outlook, access and servicing of individual or collections of buildings to be planned and designed consistent with an approved framework plan.
15. Increase flexibility in relation to the height and bulk of buildings as well as the design of sites and public streets particularly in order to ensure intensity within 800m of the train station and a well-planned combination of commercial and residential uses

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2.23 Wairaka

The objectives and policies of the underlying Special Purpose Tertiary Education zone apply in the Wairaka precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Wairaka precinct extends from the north western motorway at Point Chevalier in the north, through to Woodward Road in the south, and from Oakley Creek in the west to Carrington Road in the east, where the Unitec Institute of Technology (Unitec), the Crown Waitemata District Health Board and Ngati Whatua Orakei own contiguous blocks of land that make up the site.

The purpose of the Wairaka precinct is to provide for the ongoing development and operation of the tertiary education facility and enables the development and operation of a range of community, recreation, social and commercial activities and services which benefit from co-location with a major tertiary education institute. It also enables new development to occur to create an urban environment that caters for a diverse student population, employees and visitors in the area and that integrates with the Point Chevalier, Mt Albert and Waterview communities.

The location and extent of a major tertiary education institution (Unitec) at Wairaka precinct is significant to the region. The precinct is 64.5ha, and comprises of twelve land titles and four owners. Unitec owns 83 per cent of the total land for tertiary education and its accessory activities. In addition medical and light industrial activities also occur on the site.

The Wairaka Precinct and provides overall objectives for the whole area, and two sub-precincts:

- Sub precinct A provides for healthcare/hospital related purposes, and
- Sub precinct B provides for light manufacturing and servicing associated with laundry services.

There are also particular attributes of the Wairaka precinct, which contribute to the amenity of the area and are to be retained through the development of the precinct. These include:

- The significant ecological area of Oakley Creek
- An open space network linking areas within the Wairaka precinct and providing amenity to neighbouring housing and business areas
- Retention of the open space storm water management area and the amenity of the associated wetland
- The Wairaka stream and the landscape amenity this affords, and
- The scheduled buildings, notable and urban trees on site.

To reduce the potential of new development occurring in an uncoordinated manner, the precinct encourages the land owner/s to prepare a framework plan. This method provides for integrated development of the area and ensures high quality outcomes are achieved.

Objectives

The objectives are as listed in the Special Purpose Tertiary Education zone except as specified below:

1. The predominance of tertiary education and accessory activities in the precinct is continued, while also providing for growth, change and diversification of activities overtime.
2. Comprehensive planning and integrated development of all sites within the precinct is achieved.
3. A rich mix of residential, business, tertiary education and community activities is provided, which maximises the efficient and effective use of land.

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4. The healthcare/hospital facility and accessory activities and associated buildings, structures and infrastructure in sub precinct A (Mason Clinic) are provided for.
5. The commercial laundry service and accessory activities and associated buildings, structures and infrastructure in sub precinct B are provided for.
6. Historic heritage values including scheduled buildings, historic heritage places, Māori sites of significance and notable and urban trees, and the contribution they make to the precinct's character and landscape, are recognised, protected and enhanced in the precinct.
7. Open spaces and pedestrian linkages from the precinct to the wider area and neighbouring suburbs, including linkages between activities and open space nodes are provided for and enhanced.
8. The transportation demands of the precinct are provided for and the effects on traffic and pedestrians are managed.
9. An integrated mixed use urban environment is created, which:
 - a. incorporates high quality built form and urban design
 - b. recognises, protects and enhances the environmental attributes of Wairaka in planning and development of the precinct, and
 - c. avoids, mitigates and remedies adverse effects on existing stormwater, wastewater and road/s infrastructure
 - d. develops in a comprehensive and integrated manner, which complements and fits within the landscape and character of the surrounding environment
 - e. contributes to the Mt Albert, Waterview and Point Chevalier communities.

Policies

The policies are as listed in the Special Purpose Tertiary Education zone except as specified below:

Wairaka precinct - General

1. Enable and provide for a wide range of activities, including education, research, health, recreation, residential accommodation, community facilities and appropriate accessory activities to meet existing needs and respond to future demand and changes in teaching, learning, student population, research requirements and campus environment.
2. Promote comprehensive planning by enabling development through a framework plan process that provides for:
 - a. Tertiary education and associated research, and community activities
 - b. Provision for the ongoing operation of the Mason Clinic
 - c. Provision for the operation of the commercial laundry service
 - d. Residential accommodation associated with tertiary education
 - e. Economic development and employment
 - f. Public infrastructure
 - g. Integrated transport planning
 - h. Traffic management
 - i. Identification and protection of significant landscape features, historic heritage buildings, identified trees and open space network
 - j. Supporting urban connections and services to Point Chevalier, Waterview and Mt Albert.

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3. Promote economic activity and provide for employment growth that will create opportunities for students, graduates and residents of the precinct and Auckland.
4. Encourage a mix of housing typologies to primarily support the tertiary education activity and the needs of accessory activities in the precinct.

Sub precinct A

5. Provide for the range of healthcare and related accessory activities of the Mason Clinic.
6. Enable detailed site-specific planning of the Mason Clinic to reflect how the healthcare/hospital facility will be used and developed.
7. Limit the scale of accessory activities so they do not undermine the role of the precinct or result in adverse traffic effects, but still meet the requirements of those who work, live or use services and activities in this sub precinct.

Sub precinct B

8. Provide for the range of light manufacturing and servicing activities associated with the commercial laundry service.
9. Enable detailed site-specific planning of the commercial laundry service to reflect how the facility will be used and developed.
10. Limit the scale of accessory activities so they do not undermine the role of the precinct or result in adverse traffic effects, but still meet the requirements of those who work or use services and activities in this sub precinct.

Built Form and Character

11. Encourage the retention and re-use of historic heritage buildings, features, structures and elements within the precinct.
12. Require new buildings to be designed in a manner that respects existing buildings, provides for a high standard of amenity, protects historic heritage and landscape values and, where appropriate, enhances the streetscape and gateway locations of the precinct.
13. Require proposals for new buildings, structures and infrastructure or additions to existing buildings, structures and infrastructure adjoining or adjacent to any scheduled historic heritage buildings and places, and/or the significant ecological area of Oakley Creek to be sympathetic and provide contemporary and high-quality design, which enhances the precinct's built form and natural landscape.

Public Open Space

14. Require new buildings to interface appropriately with public open spaces by encouraging building frontages and activities to interact with the street and public open spaces and enhance the quality and safety of the adjacent public open spaces.
15. Require screening or landscaping of waste management facilities, service areas/ buildings and parking to enhance their appearance when viewed from adjacent residential areas or the public open spaces.

Pedestrian access, street quality and safety

16. Require development to maintain and provide a varied network of key pedestrian linkages, open space and plazas within the precinct.
17. Require pedestrian linkages to be well designed, safe and improve connectivity for all users.

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18. Encourage the construction of a bridge for pedestrians and cyclists connecting Great North Road with Carrington Road (through the precinct and over Oakley Creek) to improve public connectivity.

Transport planning

19. Require development to incorporate integrated transport planning that:
 - a. Promotes a transport network that integrates rail, bus, pedestrian and cycle connections
 - b. Provides for the provision of passenger transport services, linking to key public transport nodes such as the Mount Albert train station and Point Chevalier public transport services
 - c. Avoids adverse traffic effects on pedestrian and residents' safety and amenity
 - d. Reduce the peaks in traffic generation to achieve more even traffic flows through the day and the year
 - e. Avoid parking occurring in residential streets or arterial roads in the vicinity of the precinct.
20. Require an integrated transport management and traffic management plan to be developed as part of any new development and/or framework plan.

Integrated development

21. Encourage a framework plan for future development and/or redevelopment that gives regard to:
 - a. Land ownership
 - b. Character
 - c. Building bulk and form
 - d. Historic heritage features, and open space
 - e. Activities that support tertiary education purposes and the uses in sub precincts A and B
 - f. Existing and proposed street pattern
 - g. Transport and traffic management
 - h. Linkages to surrounding centres.
22. Require graduated building heights and locate higher buildings away from the precinct boundary so they do not cause overshadowing, adverse wind effects, visual dominance or loss of visual privacy for neighbouring residential properties and public open space zoned land.
23. Encourage built form, activities, public open spaces and infrastructure to be planned and designed on a comprehensive land area basis, rather than on an individual site basis.
24. Encourage the joint consideration of framework plan applications and any related development to provide for coordinated development of the precinct.
25. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
26. Require a framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the precinct, where a framework plan can only be prepared for part of the precinct
 - b. the surrounding neighbourhood.

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2.24 Zoo and MOTAT

The objectives and policies of the underlying Major Recreation Facility zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Zoo and MOTAT precinct contains Auckland Zoo and the Museum of Transport and Technology (MOTAT), both located in the Western Springs. These are both large visitor attractions with a high volume of visitors. The precinct is intended to allow the Zoo and MOTAT to continue to operate and develop, including provision for additional activities such as conferences and functions. These additional activities are fundamental to the ongoing viability of the Zoo and MOTAT precinct and recognise the need to utilise these valuable resources at times outside normal visitor opening times. These existing attractions represent significant levels of public investment and therefore efficient use of these resources is important.

The primary purpose of Auckland Zoo is to provide for the best practice management and exhibition of flora and fauna.

The primary purpose of MOTAT is to provide for the exhibition of transport and technology.

The precinct contains two sub-precincts:

- Auckland Zoo
- MOTAT

Objectives

The policies are as listed in the Major Recreation Facility zone in addition to those specified below:

1. Auckland Zoo and MOTAT make a positive contribution to local and regional economic, social and cultural and well-being.
2. Auckland Zoo and MOTAT are able to operate efficiently and further developed in a manner that:
 - a. ensures the best practice management and exhibition of the Zoo's living collection (flora and fauna)
 - b. makes efficient use of the MOTAT site
 - c. recognises the location adjacent to Western Springs Park.
3. A limited specified range of activities to support the on-going viability of Auckland Zoo and MOTAT are provided for.
4. The park-like setting of Auckland Zoo is maintained.
5. The adverse effects of activities within Auckland Zoo and MOTAT are managed to minimise adverse effects on the community, to the extent that is practicable.

Policies

The policies are as listed in the Major Recreation Facility zone in addition to those specified below.

1. Identify Auckland Zoo and MOTAT and enable a limited range of recreational, commercial, community and associated accessory activities to establish and operate, both on a temporary and permanent basis.
2. Provide for buildings and structures on the Auckland Zoo site to enable the on-going management of the Zoo's living collection (flora and fauna).
3. Retain the dominance of open space and vegetation over buildings and structures on the Auckland Zoo site.
4. Provide for the functional requirements of MOTAT and enable the efficient use of land, buildings and

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structures.

5. Acknowledge that some events can generate adverse effects associated with traffic, noise, crowd movement and lighting and therefore, manage the frequency, duration and level of noise and lighting to minimise nuisance effects on the community.
6. Require development in the vicinity of the boundary between the Auckland Zoo and MOTAT sites and Western Spring Park to be sympathetic to the park's setting.

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3 City Centre

3.1 Arts, Civic and Entertainment

The objectives and policies of the underlying City Centre zone and the Public Open Space – Civic and Community zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Arts, Civic and Entertainment precinct is located at the head of the Queen Street Valley. Auckland's major arts and entertainment venues are situated in or near the precinct, including the Aotea Centre, Civic Theatre, Town Hall, Q Theatre, Art Gallery and Central Public Library. The precinct also has a number of cafés, restaurants, cinemas, hotels and bars. Aotea Square is the focus for gatherings, processions and celebrations.

The purpose of the precinct is to provide for civic activities, ceremonies, functions, entertainment and performing arts, while ensuring development respects the special character and historic heritage places within the precinct.

The precinct contains a number of historic heritage places with a diversity of styles ranging from classical to modern and post-modern. The character of the older buildings exerts a strong presence in Queen and Wellesley streets and parts of Aotea Square.

The activities, controls and assessment criteria in the underlying City Centre and Public Open Space – Civic and Community zone and Auckland-wide rules apply in the Arts, Civic and Entertainment precinct. No precinct-specific activities, controls and assessment criteria are provided for.

Objectives

The objectives are as listed in the underlying zones in addition to those specified below:

1. The Arts, Civic and Entertainment precinct is used as the primary location for civic activities, ceremonies and functions.
2. The precinct is maintained as the focus of performing arts, entertainment and events.
3. Built form respects and reinforces the distinctive form and scale of identified special character buildings and historic heritage places.
4. Pedestrian linkages through the precinct and to and from other parts of the city centre are maintained and enhanced.

Policies

The policies are as listed in the underlying zones in addition to those specified below:

1. Encourage arts, entertainment, civic functions, and temporary events to occur in the Arts, Civic and Entertainment precinct.
2. Promote Aotea Square as Auckland's main focal point for public occasions by providing for a range of events and activities.
3. Require building design to respect the form, scale and architecture of identified special character buildings and historic heritage places.
4. Enhance the public function, pedestrian network and public spaces within the precinct

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3.2 Britomart

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Britomart precinct is bordered by Lower Queen Street, Quay Street, Britomart Place and Customs Street East and its underlying zoning is City Centre zone. The precinct re-establishes traditional grid street pattern through the extension of Gore and Commerce streets from Customs Street to Quay Street. The extent of the Britomart precinct is shown on [precinct plan 1](#).

The purpose of the precinct is to act as a transport centre, provide for comprehensive development and provide a link between the core central business district and the harbour edge, while preserving identified special character and historic heritage values. Britomart's proximity to the harbour edge and the core central business district of the city centre provides an important context for existing and new development. The convenience and location of transport services is an important aspect of the precinct, along with providing a safe, attractive pedestrian environment with good sheltered connections to both the harbour edge and the city core.

The precinct is comprised largely of low-rise buildings including scheduled historic heritage places and identified special character buildings on its perimeter. The identified historic heritage buildings, special character buildings and general streetscape contribute to its character, enclosure, and sense of human scale. In combination with the precinct's function as a transport interchange, the identified historic heritage places and special character buildings form a framework for future redevelopment.

The precinct is also in a critical location for providing a better link between the city centre and the harbour and also Viaduct Harbour to the west and the Quay Park precinct (the site of Auckland's former rail station and shunting yards) and the arena site to the east. Provision for an attractive and safe pedestrian network and public squares, with good sheltered connections to the harbour edge and the city core, is vital.

Station Plaza and Takutai Square are the two major public open spaces within the precinct and Te Ara Tahuu (walking street) provides the main east-west pedestrian link connecting Commerce Street to Britomart Place.

The precinct provisions require future above-ground development to occur in a comprehensive and coordinated manner.

Objectives

The objectives are as listed in the City Centre zone in addition to those specified below:

1. An attractive, safe and lively environment that reflects the importance of the precinct's role as a transport centre, and provides a link between the core central business district and the harbour edge.
2. Britomart is comprehensively developed as a mixed use precinct that:
 - a. integrates with the facilities and functions of the Britomart transport centre
 - b. maintains a perimeter block built form that is of an appropriate scale in relation to the form and scale of existing heritage buildings and is in keeping with or complementary to established development within the precinct
 - c. provides a high level of physical and visual accessibility within the precinct, and to the city centre and the waterfront
 - d. has high quality pedestrian connections and open spaces.
3. The historic heritage values of identified buildings within the precinct are retained, and where appropriate conserved.
4. The Port of Auckland is protected from potential reverse sensitivity effects generated by residential

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activities within the precinct.

Policies

The policies are as listed in the City Centre zone in addition to those specified below:

Development

1. Limit development to a scale that is sensitive to the values of heritage buildings within the precinct.
2. Require development within sub-precinct A to maintain a generally low-to medium rise-perimeter block form that is complementary to heritage buildings within the precinct, with a scale comparable to that of the High Street, Lorne Street, and Vulcan Lane areas.
3. Reduce any potential adverse visual effects of buildings in relation to the harbour edge and as viewed from the southern side of Customs Street East, from Britomart Place through to the Chief Post Office building.
4. Require buildings and public open spaces to achieve a high standard of urban design while maintaining or enhancing the values of heritage buildings within the precinct.
5. Require development of building frontages to streets or other public spaces to maintain a height above street level that retains a sense of intimacy, character and human scale, and preserves sunlight access.
6. Reinforce pedestrian activity and adjoining public open spaces by requiring significant portions of ground floor frontages be made available for retail and commercial service activities.
7. Manage the scale, form and intensity of development to maintain the character of the Britomart precinct.

Heritage

8. Enable the adaptive re-use of historic heritage buildings while ensuring that their valued features are maintained or enhanced.
9. Avoid insensitive development or objects adjacent to historic heritage places that detract from the heritage values for which the building is protected.

Open space and pedestrian connections

10. Maintain and enhance the environmental qualities and amenities of the precinct.
11. Establish an interconnected system of public open spaces, of varying size, which can cater for a range of appropriate activities, and support the transport interchange function of the precinct.
12. Preserve sunlight access to identified public open spaces.
13. Provide strong visual links to the waterfront from public open spaces.

Land uses

14. Encourage the distinction of different areas within the precinct, each with its own character.
15. Require accommodation in the precinct to be located and designed to provide for amenity and well-being of residents while mitigating potential adverse effects of port operations and avoiding the likelihood of reverse sensitivity effects on the Port of Auckland.
16. Limit parking to the eastern end of the precinct to maintain main pedestrian thoroughfares and retain the visual amenity provided by heritage buildings.

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3.3 Central Wharves

The underlying zoning of the land within the Central Wharves precinct is the City Centre zone and the underlying zoning of the part of the Central Wharves precinct within the CMA is the General Coastal Marine zone. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Central Wharves precinct incorporates the finger wharves between Viaduct Harbour precinct and the Port precinct, including Princes Wharf, Queens Wharf and Captain Cook Wharf and the adjacent CMA. The extent of the Central Wharves precinct is shown on [precinct plan 1](#).

The precinct is characterised by its active water edge, maritime passenger operations, proximity to the city core, and areas of low-rise character buildings.

The purpose of the precinct is to provide an environment and an appropriate scale of built form for public activities, marine facilities and events, while maintaining public access to the waterfront and providing for sustainable land and coastal management within the precinct.

Objectives

[rcp/dp]

The objectives are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below.

1. A world-class visitor destination that is recognised for its quality buildings, public open spaces, recreational opportunities, marine facilities and events.
2. Development which is of a medium to low scale on the waterfront and integrates with the scale of development in neighbouring precincts.
3. A safe, convenient and interesting environment, which optimises pedestrian and cycling use and connections to the waterfront and to the core central business district.
4. Wharf space developed and used for predominantly public activities for the benefit of the people of Auckland and visitors.
5. Adverse effects arising from activities and development are avoided, remedied or mitigated, in an integrated manner across mean high water springs.

Policies

[rcp/dp]

The policies are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below:

1. Enable the efficient operation and development of the precinct by providing for activities which have a functional need to locate in or adjacent to the CMA, including maritime passenger operations, maritime passenger facilities and facilities for the cruise ship industry.
2. Enable a diverse range of activities while:
 - a. avoiding, mitigating or remedying potential adverse effects in an integrated manner across mean high water springs, including reverse sensitivity effects on marine and port activities, and maritime passenger operations;
 - b. maintaining and enhancing public access to the water's edge.
3. Provide for continued use of all berthage areas adjacent to public open spaces for maritime passenger operations and other marine and port and marina-activities.
4. Manage building height to:
 - a. achieve an appropriate scale in relation to the street network and the precinct's prominent

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waterfront location

- b. provide a sense of intimacy along streets and waterfront public space frontages.
 - c. complement the height enabled in the adjacent Britomart, and Viaduct Harbour precincts
 - d. provide a transition in height between the core city centre and the harbour.
5. Encourage the development of a diverse range of high-quality visitor experiences including promenading, coastal recreation and temporary activities.
 6. Provide for a network of different-sized public open spaces in key locations along the water's edge to cater for a range of recreational opportunities and provide vantage points.
 7. Enable public access and events along Queens Wharf in a manner that does not constrain or conflict with the use of this wharf as a terminal and berthage for maritime passenger operations, including the cruise ship industry and public transport facilities.
 8. Manage the land and CMA to maintain and enhance the ecology of the city centre coastal environment.
 9. Limit the loss of significant public views from the city to the harbour and adjacent landscape features.

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3.4 Cook Street Depot

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Cook Street Depot precinct is located between Cook, Nelson, Wellesley and Sale streets and is one of the largest individual development sites remaining in the city centre. Refer to the planning maps for the location and extent of the precinct.

The purpose of the Cook Street Depot precinct is to reduce the potential of new development occurring in an uncoordinated manner, by encouraging the land owner/s to prepare a framework plan. Prior to new development occurring in the precinct, the rules enable new buildings to be used and refurbished.

Objective

The objectives are as listed in the City Centre zone in addition to those specified below.

1. The precinct is planned, designed and developed in an integrated and comprehensive manner, including high-quality buildings, public open spaces and supporting infrastructure.
2. The use and refurbishment of existing buildings prior to comprehensive redevelopment occurring.

Policies

The policies are as listed in the City Centre zone in addition to those specified below:

1. Encourage the development of a framework plan for the precinct which includes:
 - a. built form, public open spaces and infrastructure planned and designed on a comprehensive land area basis.
 - b. consideration of anticipated activities and car parking demand across the precinct.
2. Encourage framework plan applications to be made in conjunction with any related development control infringements.
3. Enable existing buildings to be refurbished for a mix of uses and associated pedestrian access and landscaping that enhances the amenity of the precinct.

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3.5 Downtown West

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Downtown West precinct is located within the heart of the city centre waterfront, between the established Viaduct Harbour precinct and regenerating Britomart precinct. The precinct has a mix of commercial and residential land uses and open spaces. Refer to Downtown West precinct plan 1 for the location and extent of the precinct.

The block bounded by lower Queen Street, Customs Street West, lower Albert Street and Quay Street is generally held in single ownership and has significant redevelopment potential. Queen Elizabeth Square is legally recognised as a road with pedestrian mall status under the Local Government Act 1974. As such, no zone has been applied to the square. As part of any future development proposal, alternative locations for the square should be investigated and identified, potentially including a combination of both public open spaces, pedestrian and cycle connections and through-site links.

A framework plan is enabled within the precinct. The primary purpose of the framework plan is to demonstrate how the public open space and street network will function within the block. Queen Elizabeth Square may be relocated through the framework plan process. If approved, the square can be closed and the precinct will apply the City Centre zone objectives, policies and rules.

Objectives

The objectives are as listed in the City Centre zone in addition to those specified below.

1. The precinct contains a mix of uses and the form and scale of development is integrated, providing a transition between the core central business district and the waterfront.
2. High quality public open space is provided and pedestrian connectivity from the core central business district to the waterfront is enhanced.

Policies

The policies are as listed in the City Centre zone in addition to those specified below:

1. Enable and encourage a diverse range of activities within the precinct including residential, commercial, recreational, temporary activities and events.
2. Require buildings to transition in height from the core central business district to the waterfront and neighbouring, lower-scale precincts.
3. Encourage an integrated network of attractive streets, lanes and pedestrian connections to improve pedestrian permeability and accessibility through the precinct.
4. Provide for an interconnected network of high quality public open spaces which vary in form and function in highly accessible locations within the precinct that are activated by

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3.6 Karangahape Road

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Karangahape Road precinct applies to land fronting and behind Karangahape Road between Howe Street and Liverpool Street. The location and extent of the Karangahape Road precinct is shown on [precinct plan 1](#).

The Karangahape Road precinct seeks to maintain and enhance the area's distinctive built form and streetscape character. This distinctive character is derived from its:

- Ridge top location, orientation and aspect
- Concentration of historic heritage and special character buildings and features Diverse and multi-cultural mix of activities.

Built form and the street frontages of buildings are significant components of the precinct's character. While there is disparity in the age and detail of the frontages, there is an overall coherence. The design and appearance of building frontages is controlled to require new and altered buildings to be sympathetic to the existing qualities and character of the area.

To maintain and enhance the precinct's distinctive special character, demolition of pre-1940's buildings is a restricted discretionary activity. The intent of this control is not necessarily to preserve all pre-1940 buildings, but to encourage protection and enhancement of built form and streetscape character.

Building form and scale in the precinct is controlled to maintain the spatial integrity of the street and the quality of street level-amenity where the east-west orientation of Karangahape Road enables good standards of sunlight penetration and contributes to the amenity of the area. These attributes are maintained by the frontage control applied to specific sites identified within the precinct and by the maximum height controls applied within and adjacent to the precinct through the general development controls.

Objective

The objectives are as listed in the City Centre zone in addition to the objective specified below.

1. The distinctive built form and streetscape character of the Karangahape Road precinct is maintained and enhanced.

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Policies

The policies are as listed in the City Centre zone in addition to those specified below.

1. Require building design to respect the form, scale and architecture of scheduled historic heritage places and pre-1940s special character buildings in the Karangahape Road precinct.
2. Maintain the precinct's character and architectural style by requiring new buildings to be compatible in style, including scale, material, colour and detailing.
3. Require proposals for new buildings or additions to existing buildings adjoining or adjacent to scheduled historic heritage places or pre-1940s special character buildings to be sympathetic and provide contemporary and high-quality design which enhances the precinct's built form and streetscape character.
4. Control demolition or removal of pre-1940s buildings, or parts of those buildings, to ensure it does not adversely affect the built form and streetscape character of the precinct.
5. Require new buildings to be built to the street and manage height and building setbacks above street

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frontages in a manner that:

- a. respects the general scale and form of existing buildings and avoids adverse dominance effects
- b. enhances the street environment for pedestrians by reducing down-drafts and wind tunnel effects, and maintains sunlight and daylight access to the street
- c. contributes to the continuity of pedestrian interest and vitality.

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3.7 Learning

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Learning precinct is centred on the Symonds Street ridge where the University of Auckland and Auckland University of Technology have the majority of their properties and have created a tertiary education hub. The location and extent of the Learning precinct is shown on [precinct plan 1](#).

The purpose of the Learning Quarter Plan is to ensure the stimulation of education, research, business and cultural experiences in the city's Learning Quarter by identifying key actions to enhance economic and social benefits to the city, add value and vitality to the central business district and raise awareness of opportunities for learning in the quarter.

The council intends the precinct to remain the focus of the tertiary education sector in the city centre, with development retaining and enhancing the particular qualities of the location. The council acknowledges that further expansion will be necessary within the precinct, but has also made provision for education activities outside the precinct, subject to relevant development controls. The precinct includes other activities such as offices, residential, retail and food and beverage.

The precinct is one of the most significant destinations in the city, with a large number of students and workers travelling to the area daily. This will increase over time as the University of Auckland consolidates its campuses into the central city.

The physical characteristics of the precinct include historic heritage places, and parks and gardens around the campuses.

Objectives

The objectives are as listed in the City Centre zone in addition to those specified below.

1. Education and related activities are enabled to allow for growth and change within the precinct.
2. Campus buildings appropriate to education needs are developed to:
 - a. respect and enhance the built character of the precinct
 - b. incorporate high-quality urban design
 - c. avoid or mitigate adverse effects associated with development.
3. The predominance of existing education and accessory activities which characterise the precinct is continued while also providing for growth, change and diversification of activities over time.
4. Heritage values including historic heritage places, Māori sites of significance and notable trees, and the contribution they make to the precinct's character, are recognised, protected and enhanced.
5. Open spaces and pedestrian connections from the precinct to the wider city centre, including connections between activities and open spaces, are provided for and enhanced.
6. The transportation demands of the precinct are provided for and travel demand planning and operations are used to manage their effects on traffic and pedestrians on campuses.

Policies

The policies are as listed in the City Centre zone in addition to those specified below.

1. Enable a range of education activities and ancillary activities to occur within the precinct.
2. Support the efficient operation of the existing campuses while respecting, and where appropriate protecting, the particular built form, amenity and heritage values which contribute to the character of the

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precinct.

3. Provide for the growth and development of the existing campuses to meet existing needs and respond to future demand and changes in teaching, learning, research requirements and campus environments.
4. Require new buildings to be designed in a manner that respects existing buildings, provides for amenity, protects heritage values and, where appropriate, enhances the streetscape and gateway locations of the campuses.
5. Require new buildings to interface appropriately with the public realm by encouraging building frontages and activities to interact with the street and other public places.
6. Limit building height so that it is appropriate to its location, and:
 - a. enhances and defines the landform
 - b. is generally consistent with the adjoining urban form and supports a distinctive urban form
 - c. maintains views across the ridge from buildings in the core central business district.
7. Require proposals for new buildings or additions to existing buildings adjoining or adjacent to scheduled historic heritage places to be sympathetic and provide contemporary and high-quality design which enhances the precinct's built form.
8. Enable appropriate community use of the educational and research facilities, buildings and campus open spaces.
9. Require development to maintain and provide a varied network of key pedestrian connections, open space, and plazas within the campuses, consistent with education activities and campus operations.
10. Require pedestrian connections to be well-designed, safe, and improve connectivity for all users.
11. Require development to incorporate integrated transport planning that:
 - a. promotes and enhances opportunities for bicycle and public transport
 - b. avoids adverse traffic effects on pedestrian safety and amenity
 - c. limits the amount of car parking in recognition of the limited carrying capacity of the road network and the desirability of maintaining the pedestrian-oriented character of the campuses
 - d. recognises and provides for some roads within and adjoining the campuses.

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3.8 Port

The underlying zoning of the land within the Port precinct is the City Centre zone and the underlying zoning of the part of the Port precinct within the CMA is the General Coastal Marine zone. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Port precinct includes the land and the CMA north of Quay Street between the eastern side of Marsden Wharf and the eastern side of the Fergusson Reclamation. The reclaimed land and wharf structures named Bledisloe Terminal, Bledisloe Wharf, Jellicoe Wharf, Fryberg Wharf and Ferguson Wharf are primary vessel loading and unloading areas. Cargo storage, cargo handling and ancillary port activities are undertaken on the balance of the area fronting Quay Street. Refer to [precinct plan 1](#) for the location and extent of the precinct.

The purpose of the precinct is to provide for a nationally and regionally significant component of Auckland and New Zealand's transport infrastructure and trade network. The precinct consists of land and coastal areas owned or controlled by Ports of Auckland Limited.

The Port precinct includes structures and activities located both on land and within the CMA. For this reason, the activities and development within the precinct on land and within the CMA (including wharves) are generally defined under the same activity category.

Within the precinct it is recognised that the coastal environment has already been modified by structures and port activities and that the land adjoining the CMA provides for the infrastructure to service the marine and port activities. It is therefore appropriate to suitably recognise this, and make provision for the continued use and development of the precinct, while avoiding, remedying, or mitigating adverse effects.

Development within the precinct is guided by [precinct plans](#) 1 and 2. Precinct plan 1 sets out the maximum height controls across the Port precinct. Precinct plan 2 shows the area (named Area A) within the Port precinct where buildings require design assessment due to their proximity and visibility from Quay Street and Queens Wharf.

The council is undertaking a stage two study on the future operation and development of the Port of Auckland. The results of this study may inform any changes to the port precinct provisions with regard to reclamation.

Objectives

[rcp/dp]

The objectives are as listed in the General Coastal Marine zone for the CMA in the precinct in addition to those specified below.

The objectives are as listed in the City Centre zone for land in the precinct in addition to those specified below.

1. The efficient operation, growth and intensification of marine and port activities and marine and port facilities.
2. The use and development of non-port related activities and buildings do not compromise the existing or future operation of the precinct.
3. Adverse effects arising from activities and development are avoided, remedied or mitigated.
4. Adverse reverse sensitivity effects on the efficient and safe operation of marine and port activities are avoided, remedied or mitigated.
5. Buildings adjacent to Quay Street complement and enhance the gateway to the city centre.
6. Public access to, and use and enjoyment of, the CMA is maintained, and where practical, enhanced, provided it does not compromise the efficient and safe operation of marine and port activities and

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development of the precinct.

Policies

[rcp/dp]

The policies are as listed in the General Coastal Marine zone for the CMA in the precinct in addition to those specified below.

The City Centre zone policies 5 – 9, 11, 16 – 17, 19 – 23 apply to land within the precinct in addition to those specified below.

1. Enable the consolidation, intensification, redevelopment and growth of the precinct for a wide range marine and port activities and associated structures.
2. Provide a wide range of berthage facilities to accommodate vessels of different types and sizes.
3. Ensure that non-port related activities or non-port related development within the precinct does not compromise the primary function or development of the precinct for marine and port activities and marine and port facilities.
4. Require activities within the precinct to avoid, remedy or mitigate adverse effects on the land and coastal environment, particularly noise, lighting and amenity effects and effects on the coastal environment and the surrounding road network.
5. Require the establishment of dwellings outside of the precinct to avoid, remedy or mitigate adverse effects on efficient and safe operation of marine and port activities.
6. Restrict public access to the CMA only where it is necessary to protect human health and/or safety, to facilitate the requirements of Customs and quarantine, or to maintain security.
7. Provide for intensification, development and maintenance of marine and port facilities and associated works which contribute to the efficient use, operation, and management of marine and port activities while avoiding, remedying or mitigating potential adverse effects on the environment.
8. Limit maximum building height to an appropriate scale to provide a transition in height between the city centre core and the harbour, with the exception of essential container-and cargo-handling facilities and vessels.
9. Encourage buildings directly visible from Quay Street, to be designed to complement and enhance this city centre gateway and contribute positively to visual quality, interest and public safety.
10. Avoid further reclamation within the precinct until the results of a study on the future operation and development of the port clearly identifies whether and when further reclamation is required to enable that future operation.

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3.9 Quay Park

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Quay Park precinct is located on reclaimed land at the eastern end of the city centre. It is dissected to the east and south-east by a designated rail corridor and flanked to the north and south by two major roads, Quay Street and The Strand. The major infrastructure within and surrounding the precinct has made it difficult to achieve a well-connected and high-amenity precinct. Refer to the planning maps for the location and extent of the precinct.

The purpose of the Quay Park precinct is to reduce the potential of redevelopment occurring in an uncoordinated manner. Large areas of vacant land in the precinct present an opportunity to improve connections and the quality of the built form and open space. To ensure a comprehensive approach to redevelopment of this land the precinct encourages land owners to prepare a framework plan before individual buildings are consented. The framework plan will demonstrate how the area will be comprehensively redeveloped and identify the layout of key infrastructure including new streets, pedestrian connections and public open space. The framework plan will also demonstrate how new buildings will respond to the location of new infrastructure.

Redevelopment of the precinct should coordinate architectural and landscape character with existing character, and recognise the role this precinct plays as the eastern gateway to the city centre. Redevelopment must also respond innovatively to potential adverse noise and amenity effects generated by the port and the strategic transport network.

Objectives

1. A mix of activities compatible with its location on the eastern edge of the city centre and its proximity to the port and transport network.
2. The scale and form of development within the precinct:
 - a. acknowledges the importance of the precinct as the eastern gateway to the city centre
 - b. provides a transition to surrounding neighbourhoods
 - c. is sensitive to public open spaces and the former railway station building
 - d. enhances and defines the landform
3. Comprehensive and integrated redevelopment occurs within under-developed areas of the precinct.

Policies

Land use activities

1. Enable the establishment of a wide range of activities to support and complement the activities in the city centre.
2. Limit the size and type of retail activity to maintain the vibrancy and amenity of the city centre's core retail areas.
3. Require the design of any residential apartments to protect occupants from the potential adverse effects of noise from the port and transport network.

Built form

3. Require the location and design of development adjoining Te Taoū Crescent and the railway station to respect the scale and architecture of scheduled historic heritage places such as the railway station.
4. Provide for medium-rise development that responds to the topography of the precinct and achieves a transition in height between the core central business district and the less intensive fringe.

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5. Limit building height in particular parts of the precinct to protect views to significant historic heritage places.

Comprehensive development

6. Encourage land owners to prepare a framework plan within identified parts of the precinct prior to the individual construction of buildings that:
 - a. achieves a fine-grained street and block pattern and enhances pedestrian connectivity between the Strand, Quay Street and Beach Road.
 - b. provides high quality public open spaces and built form.
 - c. protects views to significant historic heritage places.
7. Encourage consultation with any other owners of land within the precinct when preparing a framework plan.
8. Require framework plans to demonstrate the interrelationship and future integration with other land within the precinct, particularly where a framework plan can only be prepared for part of the precinct.

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3.10 Queen Street Valley

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Queen Street Valley precinct is centred on Queen Street and includes the areas surrounding High, Lorne, O'Connell, and Fort streets. Refer to Queen Street valley [precinct plan 1](#) for the location and extent of the precinct.

Part of the special character of the Queen St Valley precinct is its varying topography, which includes a north-facing valley running between the Hobson Street and Princes Street ridges and the original shoreline which runs across Queen Street in the vicinity of Fort Street.

The precinct is located within the core central business district and therefore accommodates a wide range of retail and commercial activities that contribute to its vibrancy and amenity. The precinct has a strong pedestrian focus and provides important connections from the city centre to the harbour's edge.

Buildings within the Queen Street Valley precinct are characterised by a highly diverse range of ages, styles, levels of detail, height and bulk. To the east of Queen Street, the streets are generally narrow, creating a sense of enclosure. Small site sizes and building footprints also mean that the architectural character is diverse. The older buildings in this area exert a strong presence in the streetscape, contributing to the precinct's character and sense of human scale. This results in a sense of place with identifiable and unique qualities.

Pre-1940s buildings largely define the precinct. A key purpose of the precinct is to maintain the integrity and coherence of the built form and architecture as this is important to retaining the precinct's streetscape character. Frontage, height, and setback controls for new buildings require conformity with the scale and alignment of the existing older buildings. The frontage types (A to C) within the precinct that these controls relate to are shown on [precinct plan 1](#).

On the western side of Queen Street the architectural character is defined by more recent development that has taken place since the 1970's. This has resulted in a different form, characterised by high rise towers.

Objective

The objectives are as listed in the City Centre zone in addition to those specified below.

1. The built and streetscape character and the amenity of the Queen Street Valley precinct is maintained and enhanced.

Policies

The policies are as listed in the City Centre zone in addition to those specified below.

1. Require building form and scale to maintain the character, sense of scale within the precinct and maintain sky views and sunlight access to streets.
2. Require building design to respect the form, scale and architecture of scheduled historic heritage places and pre-1940's buildings within the precinct.
3. Control demolition or removal of pre-1940s buildings, or parts of those buildings, to ensure it does not adversely affect the built form and streetscape character of the precinct.
4. Require proposals for new buildings or additions to existing buildings adjoining or adjacent to scheduled historic heritage places or pre-1940s buildings to be sympathetic and provide contemporary and high-quality design which enhances the precinct's built form and streetscape character.

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3.11 Residential

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Residential precincts are applied to areas in the city centre that have a strong residential character and lower noise levels. There are four residential precincts located in the city centre:

- Emily Place/Eden Crescent
- Whitaker Place
- Myers Park/Greys Avenue
- Day Street.

The extent and location of the precincts is shown on the planning maps.

The purpose of the Residential precincts is to provide for higher levels of amenity than in other parts of the City Centre zone. The precinct therefore includes controls relating to activities which have the potential to adversely affect residential amenity, including noise, lighting and hours of operation.

Objective

The objectives are as listed in the City Centre zone in addition to those specified below:

1. Residential neighbourhoods with a good standard of residential amenity and a lower noise environment are provided for in the city centre.

Policies

The policies are as listed in the City Centre zone in addition to those specified below:

1. Identify residential precincts in areas that have a significant concentration of residential activity and are generally quieter than other parts of the city centre.
2. Avoid the operation of activities that would detract from the residential amenity of the precinct, while recognising the vibrant, mixed-use character of the city centre.

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3.12 Viaduct Harbour

The underlying zoning of land in the Viaduct Harbour precinct is the City Centre zone and the underlying zoning of the part of the Viaduct Harbour precinct within the CMA is the General Coastal Marine zone. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Viaduct Harbour precinct incorporates Viaduct Harbour and the land fronting the harbour (including Hobson Wharf), and the adjacent CMA. The precinct is characterised by its enclosed water space, interesting water edge, proximity to the city core, and areas of low-rise character buildings. Refer to Viaduct Harbour [precinct plan 1](#) for the location and extent of the precinct.

The purpose of the Viaduct Harbour precinct is to provide for a scale of development and a range of uses which reflect and complement the Viaduct Harbour as a special place of character within the city centre. Building height, bulk and design controls are intended to provide a framework which, while providing flexibility in building design, encourages well-defined edges to public spaces, a sense of enclosure at the built edges of public space and a visual transition in the height of built form extending from the water's edge of Viaduct Harbour to the established central commercial area.

To build upon and reinforce the Viaduct Harbour's attributes, provision is made for a wide range of activities. In particular, the establishment of a mix of recreation, leisure, retail and entertainment activities is encouraged along the water's edge, open spaces and certain roads where pedestrian activity is likely to be highest.

The open space network, identified as sub-precinct B, incorporates a range of different sizes, widths and shapes to cater for varying recreational needs. The width of space around the Basin perimeter is also sufficient for the coexistence of maritime-related activities, pedestrian promenades, open air cafe seating and similar activities.

Objectives

[rcp/dp]

The objectives are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below

1. An attractive public waterfront and world-class visitor destination that is recognised for its distinctive character, quality buildings, public open spaces, recreational opportunities, facilities and events.
2. Maintain and enhance the Viaduct Harbour land and adjacent water space as a special place of character in the City Centre and retain significant views of the water and areas within and adjacent to the precinct.
3. A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.
4. An attractive place for business and investment is provided for marine and port activity, maritime passenger operations and commercial business activity which benefit from a high amenity waterfront location.
5. Adverse effects arising from activities and development are avoided, remedied or mitigated, in an integrated manner across mean high water springs.
6. A mix of activities is encouraged including residential, business, tourism and events that create a vibrant environment.

Policies

[rcp/dp]

The policies are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below.

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1. Enable the efficient operation and development of the precinct by providing for activities which have a functional need to locate in or adjacent to the CMA. ,
2. Enable a diverse range of activities while:
 - a. avoiding, mitigating or remedying potential adverse effects in an integrated manner across mean high water springs, including reverse sensitivity effects on marine and port activities
 - b. maintaining and enhancing public access to the waters edge.
3. Provide for continued use of all berthage areas adjacent to public open spaces for commercial vessel activities and other marine and port activities and marina-activities.
4. Manage building height and bulk to:
 - a. achieve an appropriate scale in relation to the street network and the precinct's prominent waterfront location
 - b. complement and maintain the distinctive low-medium rise character established by development in Viaduct Harbour, including a sense of intimacy along streets and other public space frontages.
 - c. complement the height enabled in the adjacent Britomart West, Central Wharves and Wynyard precincts
 - d. provide a transition in height between the core city centre and the harbour.
5. Encourage the development of a diverse range of high-quality visitor experiences including promenading, coastal recreation and temporary activities.
6. Encourage the construction of a bridge for pedestrians, cyclists and local public transport connecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard precinct and the city centre.
7. Encourage an integrated network of attractive streets and lanes to increase pedestrian permeability and accessibility through the precinct.
8. A network of different-sized public open spaces in key locations are enabled and maintained along the water's edge to cater for a range of recreational opportunities and provide vantage points.
9. Manage the land and CMA to maintain and enhance the ecology of the city centre coastal environment.
10. Limit the loss of significant public views from the city to the harbour and adjacent landscape features.

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3.13 Victoria Park Market

The objectives and policies of the underlying City Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The precinct applies to the Victoria Park Market site which is located between Drake Street and Victoria Street West. Refer to Victoria Park Market [precinct plan 1](#) for the location and extent of the precinct.

The purpose of the Victoria Park Market precinct is to maintain the heritage values and the existing distinctive character of the market area.

The scale and form of the former city destructor/market brick buildings and high chimney are primary to the market's character, making it a unique city centre attraction. The area is complemented by the dominant retail and food and beverage activity. The high level of pedestrian activity in the courtyard and at street level should be maintained.

The precinct provides for a mix of other activities where they either occupy an area above the courtyard or do not occupy more than a specified percentage of the courtyard-level floor space. This enables flexibility for development without undermining the site's dominant retail activity. Specific activity provisions also apply to the Drake Street frontage which is an important interface of the precinct with its surrounds.

The precinct provides for existing buildings to be refurbished in a manner complementary to existing historic heritage buildings within the precinct. The precinct also encourages the removal of unsympathetic additions to buildings that detract from the historic heritage and special character of the precinct. Any major commercial redevelopment of the western portion of the site that adversely affects heritage qualities is inappropriate.

Specific view shafts are identified on the precinct plans to maintain views from the original cliff line along the Drake Street frontage down to Victoria Park. Additionally, views to the historic brick western wall of the destructor buildings from outside the site are considered important and should be retained.

Objective

The objectives are as listed in the City Centre zone in addition to those specified below.

1. The special character and overall coherence of the Victoria Park Market precinct, including its heritage values and pedestrian focus in the courtyard and at street level, and significant view shafts, are maintained and enhanced.

Policies

The policies are as listed in the City Centre zone in addition to those specified below.

1. Protect and enhance the grouping of scheduled historic heritage places and historic elements and features within the precinct that collectively form a unique historic character.
2. Enable development within the precinct that maintains and enhances the heritage qualities of its historic heritage places and features and special character, in particular:
 - a. require development to conform with the form, massing, proportion and detailing of historic heritage places within the precinct
 - b. require development to respect the consistent scale of historic heritage places along the Victoria Street and Drake Street frontages.
3. Require activities at courtyard and street level to provide pedestrian interest and contribute to the liveliness of street and courtyard level frontages.
4. Identify and preserve significant view shafts to Victoria Park and to the historic brick western wall of the destructor buildings from outside the site.

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5. Encourage built form and public amenity features that enhance public awareness of the former Freeman's Bay shoreline.

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3.14 Westhaven

The underlying zoning of land in the Westhaven precinct is the City Centre zone and the underlying zoning of the part of the Westhaven precinct within the CMA is the General Coastal Marine zone. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Westhaven precinct is located at the western edge of the city centre and comprises and CMA occupied by Westhaven marina. The extent of the Westhaven precinct is shown on [precinct plan 1](#).

The purpose of the Westhaven precinct is to provide the use and development of one of the largest marinas in the southern hemisphere which is owned and managed by Waterfront Auckland. Westhaven also plays a significant role in ship building, repair and super yacht industries. Along with the Wynyard precinct, this precinct is a hub of recreational boating, charter services, boat clubs, coastal services and the marine industry.

Westhaven forms an important part of the city centre waterfront, providing pedestrian and cycling access between the city centre and St Marys Bay. The marina also provides an important visual backdrop to the city centre, with low-level buildings separated by public open spaces, allowing for landscape views of the marina itself. Development within the Westhaven precinct is guided by [precinct plan 1](#).

Objectives

[rcp/dp]

The objectives are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below.

1. A world-class marina supported by other marine and port activities with a limited range of commercial business activities that benefit from a high amenity waterfront and marina location.
2. A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.
3. The efficient use and development of Westhaven marina in a manner which avoids, remedies or mitigates adverse effects on land and within the CMA.
4. Adverse effects arising from activities and development are avoided, remedied or mitigated, in an integrated manner across mean high water springs.

Policies

[rcp/dp]

The policies are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below.

1. Enable the efficient operation and development of the marina by providing for activities that have a functional need to locate in or adjacent to the CMA, while avoiding, mitigating or remedying any significant adverse effects across mean high water springs.
2. Enable limited use of Westhaven Marina for limited non-marina based activities provided the current and future function and growth of the marina is not compromised.
3. Limit maximum building height and the location of building platforms to an appropriate scale to the marina waterfront setting and maintain identified views to and from the city centre.
4. Encourage development and use of the marina to enhance pedestrian and cycling access to and along the city centre waterfront.
5. Public open space and ancillary buildings and structures are established to connect Westhaven Precinct to Point Erin in a manner that provides for increased opportunity for recreation and access to, along, or over the CMA.

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6. Manage the land and CMA to maintain and enhance the ecology of the city centre coastal environment.

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3.15 Wynyard

The underlying zoning of land in the Westhaven precinct is the City Centre zone and the underlying zoning of the part of the Westhaven precinct within the CMA is the General Coastal Marine zone. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Wynyard precinct represents the north-western end of the city centre. The land is bound on three sides by the sea and by Fanshawe Street on its southern boundary. It is the largest brownfield area within the city centre. The precinct also includes an area of the CMA to the west and the north.

The purpose of the Wynyard precinct is to provide for the comprehensive and integrated redevelopment of this large brownfields area while enabling the continued operation of marine industry and hazardous industry.

Wynyard precinct is an evolving environment characterised by a mix of activities and development including:

- high-quality open space areas, restaurants, offices and cafés fronting Jellicoe Street and North Wharf
- office activity fronting Fanshawe Street
- a marine focus along the western edge
- a bulk liquids storage industrial activity focus within the northern finger of the precinct.

Marine-related activities, including marine services, ship repairs, fish processing, berthage and marine-related events, will continue to play an important economic and social role for the area.

Existing built form includes a collection of special character buildings, marine and industrial structures, and features that provide a background context to the area's stages of development. Collectively, these elements create an overall industrial aesthetic of structures and buildings, with robust materials and simple details.

Wynyard precinct has been divided into seven separate sub-precincts. To encourage comprehensive and integrated development of each sub-precinct, council will encourage the approval of integrated development plans prior to the redevelopment of sub-precincts B, D, E, F and G.

To retain the existing character of the area, a design-based approach has been implemented, with all building development and redevelopment requiring assessment against design criteria. These criteria are supported by a series of development controls.

Although hazardous industry is likely to relocate progressively from the area, risk must still be managed in the transition period, particularly within the northern part of Wynyard precinct.

Objectives

The objectives are as listed in the City Centre zone and the General Coastal Marine zone in addition to those specified below.

Social and economic

[rcp/dp]

1. Wynyard precinct is redeveloped while managing potential conflicts between different uses to achieve:
 - a. a high-quality visitor destination which showcases the City's diverse communities and the importance of the harbour
 - b. maintenance and enhancement of the regionally significant economic function of the marine, fishing and other industries and maritime passenger operations to the Hauraki Gulf islands
 - c. a vibrant community with a mix of activities and experiences for all people including a community

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focal point, high quality public open space and community facilities.

- d. public open space on the waterfront, and an area for events activity for the social and economic benefit of the wider Auckland Region.
- e. access to and along the coast and enjoyment of the coastal environment with a network of open space while recognising the need to manage access with competing commercial activities.
- f. The maintenance of navigation and berthage within the Wynyard Precinct CMA for a wide range of recreational and commercial vessels, including maritime passenger transport and fishing industry operations, excluding areas subject to potential risk and public safety effects.

Built form

2. An integrated urban environment is created which:
 - a. exhibits high-quality and diverse built form and urban design which reflects the marine attributes of the precinct
 - b. has appropriate building heights that enhance its prominent waterfront location and which complements the central area and wider city landforms, skyline and views
 - c. avoids, remedies or mitigates adverse effects on existing infrastructure.
3. Individual buildings or collections of buildings are designed to achieve an appropriate form and scale in relation to:
 - a. any approved framework plan applying to the subject site or any adjacent sites
 - b. existing and proposed public open spaces
 - c. identified view shafts.

Special character

4. Identified special character buildings are protected and enhanced and the unique character within Wynyard precinct, which is reflective of its maritime and industrial history, is retained.

Public open space

5. A significant area of waterfront public park space is provided for the benefit of the Auckland Region with a complementary hierarchy of interconnected, high quality, public open space for current and future residential and commercial occupants and visitors.

Risk and public safety

[rcp/dp]

6. Adverse environmental effects and risks presented by hazardous or dangerous activities or facilities within the precinct are avoided, remedied or mitigated.

Remediation

7. The adverse effects of contamination are minimised through comprehensive management of contaminated sites and materials.

Reverse sensitivity and amenity

[rcp/dp]

8. Conflicts between different uses are managed to ensure the efficient operation of marine industry and fishing industry, other industry and regionally significant transport infrastructure while enabling the

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marine events centre and public spaces to be used for a range of public events.

Pedestrian access, street quality and safety

9. A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City.

Transport

10. The safety and capacity of the transport network is maintained and, where appropriate, enhanced.

Integrated Development

11. The development of buildings and activities and the provision of infrastructure in a comprehensive and integrated manner which achieves high quality urban design outcomes and which avoids, remedies or mitigates adverse effects on infrastructure.

Policies

The policies are as listed in the General Coastal Marine zone for the CMA in the precinct in addition to those specified below.

City Centre zone policies apply to land within the precinct in addition to those specified below.

Built form

1. Encourage the location, bulk, outlook, access to, and servicing of buildings to be planned and designed on a comprehensive and integrated basis rather than on an ad hoc individual building basis.
2. Encourage the integration of built form with the proposed public open space network on a comprehensive land area basis, rather than a site by site basis, to create a sound framework for a well-designed and high-quality environment.

[rcp/dp]

3. That maximum building height:
 - a. is appropriate in scale to the street network and the prominent waterfront location
 - b. provides a transition between the core of the precinct and the coastal edge with site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard precinct
 - c. compliments development in the Viaduct Harbour precinct.
 - d. provides a transition in height between the core central business district and the harbour.
4. Identify and protect public view shafts from open space across, within, and to Wynyard precinct to reinforce connections with the central area, harbour, and wider Auckland.
5. Promote excellence and diversity in architecture and urban design that enhances the relationship of buildings with public open space, and reflects the coastal, topographical, and historical qualities of the precinct.

Special Character

6. Recognise the contribution that identified character buildings make to the marine, fishing, and industrial heritage aesthetic within the precinct.
7. Encourage the retention and re-use of identified character buildings, features, structures and elements within the precinct.
8. Encourage developments adjoining or adjacent to identified character buildings to respond

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sympathetically to the historic context by reference to characteristics such as form, scale, materials and setbacks.

[rcp/dp]

11. Encourage development and design that is reflective of the precinct's maritime location.
12. Promote and encourage the important role the marine and fishing industries play in defining the character and amenity of the precinct.

Social and economic

11. Enabling a diverse range of activities, high quality visitor experiences, events and development to occur, while recognising and maintaining the economic importance of the marine and fishing industry, the bulk liquid industry and Hauraki Gulf Islands maritime passenger operations to the Auckland Region.
12. Recognise the significant local and regional socio-economic benefits associated with providing high-quality waterfront public open space and events activity while also providing for the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.
13. Provide sufficient and suitably located land, wharf and appropriate, convenient and adequate berthing facilities and waterspace to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger operations, including sub-precinct C, North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf together with the adjacent waterspace for use primarily by the fishing industry.
14. Encourage activities and built form which contribute to the maintenance of pedestrian interest and vitality at ground level at Jellicoe Harbour to foster a vibrant community focal point.
15. Establish and maintain a network of coastal edge, public open space and public access along waterfront areas, linking the precinct to the wider central area while also providing the operational and access requirements of the marine and fishing industries, other industrial activities and maritime passenger operations.

Public open space

16. Establish a framework which supports the development of key interconnected public open space across the precinct, including:
 - a. a high-quality waterfront park of regional significance, including the potential for a high quality public building
 - b. a network of coastal edge water edge promenades and pedestrian accessways enabling access to and along the coast comprising a minimum width of 20 metres, with the exception of sub-precinct C
 - c. a high-quality linear park linking Victoria Park to the waterfront park
 - d. High quality areas of public open space for the public, residents, workers and local occupants designed to enliven the urban core of the precinct, including a significant park space within sub-precinct B
 - e. a network of small pocket parks, linking spaces and plazas.
17. Encourage the use of the precinct's internal street network to function as part of the public open space network, and provide for the creation of internal canals, ponds and plazas.

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Pedestrian access, street quality and safety

[rcp/dp]

18. Encourage the construction of a bridge for pedestrians, cyclists and local public transport connecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard precinct and the city centre.
19. Facilitate the reconnection of Daldy Street between Pakenham Street and Madden Street to provide a physical north-south connection through Wynyard precinct and enable the establishment of activities with greater people-or traffic-generation potential.

[rcp/dp]

20. Provide mechanisms to manage and, in some cases temporarily restrict, public access to and along some parts of the water's edge to enable marine and fishing industry, maritime passenger operations and events to operate.
21. Encourage an integrated network of streets and lanes to increase pedestrian permeability and accessibility through the precinct.

[rcp/dp]

22. Encourage a high level of pedestrian amenity along identified existing and future routes, including Te Wero Bridge, which reinforces the ease, comfort and safety of the pedestrian environment.
23. Enhance the connection between Wynyard precinct and adjoining areas through the provision of additional pedestrian linkages across Fanshawe Street.
24. Discouraging parking within buildings visible from existing and proposed public open space.
25. Require planning and development of transport and road changes within and on the fringe of the precinct, including Fanshawe Street, to consider any effects on or contribution to the amenity of the precinct and adjacent areas.

Risk and public safety

26. Require new activities, buildings and works to be designed, located, and managed to avoid unacceptable levels of risk.

[rcp/dp]

27. Require new hazardous industry or changes to existing hazardous industry to be designed, located and managed to avoid levels of risk which are incompatible with existing sensitive activities.
28. Require new industry or changes to existing industry at existing or future public interfaces to implement management measures to avoid, remedy or mitigate existing or potential adverse public safety effects.

Reverse sensitivity and amenity

29. Provide for the continued efficient operation of existing and future marine, fishing and other industries, including maritime passenger operations.
30. Manage establishing permanent or temporary accommodation within or directly adjacent to areas identified for marine or fishing operations or events, or on sites subject to potentially unacceptable levels of risk associated with existing hazardous industry.
31. Require new development, or changes to existing marine, fishing and other industries, to protect and enhance amenity values of specified existing and future public interfaces.

Remediation

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32. Encourage remediation, including clean-up and mitigation methods, to be addressed on a comprehensive basis (including through the framework plan process)..
33. Encourage remediation of contaminated land to include consideration of future activity and prospective site topography and likely pathways to the contaminant.

Transport

34. Constrain and manage vehicle travel in and out of Wynyard precinct, particularly during peak travel periods.
35. Encourage the use of alternative modes of transport and the provision of passenger transport services compatible with the character and amenity of the area.

[rcp/dp]

36. Maintain and enhance maritime passenger transport operations by providing adequate vehicular, pedestrian and public transport access to ferry terminal facilities.
37. Protect the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with wider Auckland.

Integrated development

38. Use integrated assessment for future development that gives regard to:
 - a. land ownership
 - b. character
 - c. activities
 - d. existing and proposed street pattern.
39. Encourage built form, activities, public open spaces and infrastructure to be planned and designed on a comprehensive land area basis, rather than on an individual site basis.
40. Encourage the use of a framework plan to:
 - a. identify the specific characteristics and servicing requirements of each identified sub-precinct.
 - b. provide for anticipated activities and car parking demand across the sub-precincts.
41. Encourage the joint consideration of framework plan applications and any related development to provide for coordinated development of the precinct.
42. Require framework plans to demonstrate the interrelationship and future integration with other land within the sub-precinct, particularly where a framework plan can only be prepared for part of the sub-precinct.

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4 Hauraki and Gulf Islands

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5 North

5.1 Akoranga

The objectives and policies of the underlying Business Park zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and the extent of the precinct.

Precinct description

The Akoranga precinct applies to the Business Park zoned area accessed off The Warehouse Way.

The Business Park zone is a zone specifically for large out-of-centre office activities that are able to avoid adverse effects on the function and amenity of the City Centre, Metropolitan and Town Centre zones.

The purpose of the precinct is to avoid the adverse effects of these activities on centres, by limiting the permitted amount of office space for this area of the Business Park zone.

Objectives

The objectives are as listed in the Business Park zone except as specified below.

1. Adverse effects on the function and amenity of the City Centre, Metropolitan and Town Centre zones are avoided.

Policies

The policies are as listed in the Business Park zone except as specified below.

1. Limit the permitted amount of office space to avoid adverse effects on the vitality and viability of the City Centre and nearby Metropolitan and Town Centre zones.
2. Assess applications to exceed the permitted amount of office space against the objectives and policies of the Business Park zone.

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5.2 Albany 1

The objectives and policies of the underlying Local Centre and Mixed Housing Suburban zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Albany 1 precinct is located at the intersection between Greville Road and Hugh Green Drive as shown on precinct plan 1.

The purpose of the precinct is to provide for retail activities of a scale and intensity greater than provided for in the underlying zones.

The Albany 1 precinct provides for:

- One supermarket of up to 3000m² GFA
- Retail other than a supermarket up to a total of 1200m² GFA

Objectives

The objectives are as listed in the Local Centre and Mixed Housing Suburban zones except as specified below:

1. A small-scale supermarket is provided for.
2. Provision for limited additional retail space is enabled.

Policies

The policies are as listed in the Local Centre and Mixed Housing Suburban zones except as specified below:

1. Enable a small-scale supermarket and enhanced retailing opportunities at the intersection of Hugh Green Drive and Greville Road.
2. Restrict supermarkets that are larger than 3000m² GFA.
3. Restrict retail other than a small-scale supermarket to a total of 1200m² GFA.

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5.3 Albany 2

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Albany 2 precinct applies to land on and near Apollo Drive, Rosedale as shown on the Albany 2 precinct plan. The purpose of this precinct is to provide for small stand-alone office activities which are not otherwise provided for in the underlying Light Industry zone.

The precinct includes controls on the size of office activities to ensure that the effects on the vitality and viability of surrounding centres are minimised.

Objectives

The objectives are as listed in the Light Industry zone except as specified below:

1. Small stand-alone office activities are enabled.
2. Large stand-alone office activities are restricted.

Policies

The policies are as listed in the Light Industry zone except as specified below:

1. Enable small stand-alone office activities that are not usually accommodated in the Light Industrial zone.
2. Restrict office activities exceeding 500m² per site.

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5.4 Albany 3

The objectives and policies of the underlying Single House zone apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Albany 3 precinct applies to 13 hectares of land at 29, 40A and 42 Kewa Road, Albany Heights, as shown on [precinct plan 1](#). The purpose of the precinct is to provide for comprehensive development, subject to specified controls.

The precinct is divided into the following sub-precincts, as identified on the Albany 3 precinct plan:

- Sub-precinct A
- Sub-precinct B
- Sub-precinct C

The key issues for this precinct are:

- the protection of any significant natural features of the land, including landscape impacts for the Lucas Creek escarpment, and impacts arising from the identified 'ridgeline sites' and eventual building heights in this area.
- water quality for the Lucas Creek catchment, and on-site stormwater management.
- the standard of roads to serve the subdivided area.
- protection from the effects of sites adjoining a 'high noise route' (northern motorway).

Objectives

The objectives are as listed in the Single House zone except as specified below:

1. Subdivision and development within Albany 3 is designed and implemented in a comprehensive, efficient and integrated way.
2. Development takes place outside of the Landscape Protection area, the proposed reserve, and the proposed drainage reserve.
3. Significant natural features of the land are protected.
4. The water quality of the Lucas Creek catchment is not further degraded.
5. Development adjoining the northern motorway is designed to minimise noise effects.

Policies

The policies are as listed in the Single House zone except as specified below:

1. Restrict subdivision and development within Albany 3 where it does not comply with the minimum site size requirements.
2. Prevent development in the Landscape Protection area, the proposed reserve, and the proposed drainage reserve.
3. Protect significant natural features of land, including landscape impacts for the Lucas Creek escarpment, and impacts arising from the identified 'ridgeline sites' in sub-precinct B.
4. Require that development does not further degrade the water quality of the Lucas Creek catchment.
5. Minimise noise effects of the adjoining northern motorway through appropriate design.

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5.5 Albany Centre

The Albany Centre precinct covers the large emerging metropolitan centre located to the west of State Highway 1 and contained by Oteha Valley Road and Albany Expressway in the northern urban part of the North Shore.

The precinct recognises the component parts of the Metropolitan Centre zone on the north-facing sections of Albany Centre and also the southern section covered by Business Park zone. It identifies four sub-precincts with different development emphases and requires activities to develop in accordance with the Albany Centre [precinct plan 1](#).

The main retail focus of the centre is to be the Civic Crescent area. The mainstreet-type retail area in the north east will act as a catalyst for the grouping of employment-related activities in this area, and help to link the Albany busway station with the Main Street and Civic Crescent area. Retail activities should generally be limited outside of these two areas to those activities that support the day-to-day needs of office workers and residents, or involve retail formats that cannot be integrated into the Civic Crescent and Main Street areas.

Commercial office development is encouraged throughout the centre, particularly in areas north of Don Mackinnon Drive and also extensively in the southern section in a business park environment.

Intensive residential development is encouraged to locate in certain parts of the precinct where the retail and commercial focus is not as strong, particularly in areas beyond the core area circled by Don Mackinnon Drive.

Sub-precinct descriptions:

Albany Centre sub-precinct A

Is applied to particular areas within the Albany metropolitan centre which are suited for high-density residential apartment living, with limited opportunity for convenience retail at ground level.

Albany Centre sub-precinct B

Is applied to particular areas within the Albany metropolitan centre which seek to encourage the establishment of employment-generating activities, such as high-density office development, supported by a limited range of convenience retail activities.

Albany Centre sub-precinct C

Is applied to particular areas within the Albany metropolitan centre which are suited for car-orientated commercial and entertainment activities, limiting retail to those formats generally considered unsuitable for other higher amenity areas of the Albany Centre precincts.

Albany Centre sub-precinct D

Is applied to particular areas within the southern section of Albany Centre which are suited for office and light commercial activities, with limited opportunity for retail in a specific location within the sub-precinct. This reflects the approved comprehensive development plan for this area.

Objectives

The objectives are as listed in the underlying Metropolitan Centre and Business Park zones except as specified below:

1. Development of the centre reflects the key features and outcomes of the Albany Centre Structure Plan.
2. A range of distinct areas or 'sub-precincts' within Albany centre where different predominant activities are located, along with other support activities is provided.
3. Ongoing use and development of the North Shore Domain and North Harbour Stadium is not compromised by the location and development of other activities within Albany centre.

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Albany Centre sub-precinct A:

4. High-density residential development is the primary activity, and a limited range of retail uses is enabled where they support the desirability and attractiveness of the area.

Albany Centre sub-precinct B:

5. Significant employment opportunities are provided by high-intensity development in Albany centre to support future population growth.
6. High-density office development is the primary activity, with a limited range of retail uses where they support the desirability and attractiveness of the area.

Albany Centre sub-precinct C:

7. Car-orientated commercial and entertainment activities are the primary use, with a limited range of retail uses where they support the desirability and attractiveness of the area.

Albany Centre sub-precinct D:

8. Significant employment opportunities are provided by high-quality office and light commercial development in the southern section of Albany centre to support future population growth.
9. Office development in a business park environment is the primary activity, with a limited and specific location for retail uses to support the desirability and attractiveness of the area that do not detract from the retail focus provided in the central and northern part of Albany centre.

Policies

The policies are as listed in the underlying Metropolitan Centre and Business Park zones except as specified below:

1. Enable an appropriate mix and layout of activities, buildings, movement of pedestrians and vehicles, and open space networks within the centre so as to achieve a sustainable, safe and visually attractive environment, with vibrant public spaces that encourage community interaction.
2. Provide for a range of opportunities for retail activities within the centre that support the desired employment, urban form and character outcomes for its different sub-precincts.
3. Provide opportunities for intensively developed apartments within specified parts of the centre to and a high standard of residential amenity and design.
4. Require that any development within the Centre provides sufficient off-street parking and is designed and located to facilitate traffic movement (both vehicular and pedestrian) within the centre.
5. Require development to create a connected green network that links the different parts of the centre with parks and other public spaces as described in the Albany Centre Structure Plan.
6. Seek to ensure that all buildings, additions, alterations or development make positive contributions to the amenity of the centre and its surrounds, help to achieve a comprehensively-planned, well-integrated and attractive centre, and achieve high quality urban design outcomes including:
 - a. creation of an attractive, active and lively retail street frontage to Civic Crescent and Cornerstone Drive between Don Mackinnon Drive and Corban Avenue
 - b. enabling vehicle and pedestrian access through the Centre to help link the northern and southern areas of the centre, including a new street between Don McKinnon Drive and Civic Crescent
 - c. maintaining views and pedestrian and cycle access along the axis to and from Spencer Ridge Reserve and the central park area shown on the Albany Centre Structure Plan.

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7. Require development to complement, and where necessary provide for, pedestrian linkages between the North Shore Domain and North Harbour Stadium and the major public transport points and public parking areas within and adjacent to the wider centre.
8. Focus retail and entertainment activities within the centre predominantly on public streets, particularly the central block south of Civic Crescent and the development of a Main Street area linking the busway station with this area.
9. Require activities adjoining the new Main Street on Cornerstone Drive to support the development of a vibrant main street that encourages daytime and evening use of the area through the mix of activities, including retail, cafes, restaurants, cinemas, offices and above ground floor residential apartments.
10. Recognise the North Shore Domain and North Harbour Stadium as important regional facilities by requiring new residential development to avoid, remedy or mitigate against any adverse effects generated beyond its boundaries.
11. Require development within the centre to be of an urban character appropriate to its sub-regional role, with the creation of a strong local identity. Elements that contribute to the creation of strong local identity include the various features shown in the Albany Centre Structure Plan and:
 - a. buildings in close proximity to site frontages
 - b. active uses along street frontages and development above ground floor overlooking the street
 - c. breaking down building forms into horizontal distances that create a human scale and visual interest, safety and activity along street frontages for pedestrians
 - d. street trees and landscaping that complement those already established within the centre and which are ecologically and culturally appropriate to their location
 - e. buildings that provide shelter for pedestrians and continuous areas of paving along streets to provide for pedestrian amenity in the centre
 - f. absence of large on-site parking areas between buildings and streets
 - g. absence of blank walls along street frontages, and adjacent to and visible from other public spaces
 - h. landmark buildings or features of innovative design on prominent sites that contribute to the creation of a unique identity within the centre
 - i. access to daylight and sunlight within buildings and in streets, other public spaces and private outdoor spaces.

Albany Centre sub-precinct A:

12. Require development of high-density residential to provide for apartments with a high standard of residential amenity and a limited amount of convenience retail.

Albany Centre sub-precinct B:

13. Ensure that the potential of the sub-precinct to provide for employment opportunities is not compromised by predominantly low-density development, or reverse sensitivity associated with inappropriate forms or location of residential development.
14. Encourage employment-generating activities such as high-density office development by limiting retailing to activities that provide for the convenience needs of office activities and which do not diminish the amenity and vibrancy of the sub-precinct.

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Albany Centre sub-precinct C:

15. Encourage the development of a general business area by enabling the establishment of car-orientated commercial and entertainment activities and limiting retail activities to those formats which are unsuitable for the other higher amenity parts of the Albany Centre precinct.

Albany Centre sub-precinct D:

16. Encourage employment-generating activities such as office development in a high-quality business park setting.
17. Limit retailing to locations that provide for the needs of office activities and which do not diminish the business park amenity of the sub-precinct.

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5.6 Bayswater Marina

The objectives and policies of the underlying Marina zone apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and the extent of the precinct.

Precinct description

The Bayswater Marina precinct is located at O'Neills Point at the end of Bayswater peninsula in the Waitemata Harbour. The precinct includes the CMA and 4.5 hectares of reclaimed land that supports marina users, marine-related activities and the Bayswater ferry service, including providing for parking associated with these activities. The land is also used by the public for recreation and for access to the coast.

The purpose of the Bayswater Marina precinct is to provide for marina, ferry terminal and marine-related activities, including associated parking and facilities, and for public access, community uses, open space and recreation. Provision is also made for residential activities, cafes and licensed premises, subject to these activities being assessed through a notified resource consent process to assess the effects of the proposal on the use and function of the precinct for the purposes discussed above.

The precinct is comprised of seven sub-precincts as shown on the planning maps:

- Sub-precinct A provides for public access and open space, and for marine-structures around the seaward edge of the precinct
- Sub-precinct B provides for the marine related uses, car parking, clubrooms and open space areas, cafes (food and beverage), licensed premises and residential development
- Sub-precinct C provides for the existing public boat ramp and associated trailer parking
- Sub-precinct D provides for the main road into the precinct
- Sub-precinct E provides for the development of ferry terminal facilities and for associated parking
- Sub-precinct F provides for community uses and recreation
- Sub-precinct G provides for marina, ferry service, marine and port activities.

The objectives and policies of the underlying marina zone apply in the following precinct and sub-precincts unless otherwise specified. Refer to the planning maps for the location and extent of the precinct and sub-precincts.

Bayswater Marina was the subject of an Environment Court decision (No. A 018/2009) in early 2009.

Objective

[rcp/dp]

The objectives of the underlying Marina zone apply in the following precinct except as specified below:

1. Bayswater Marina precinct is a community and marina-oriented place with a focus on recreation, public open space and access, public transport, boating and maritime facilities.

Policies

The policies of the underlying Marina zone apply in the following precinct except as specified below:

[rcp/dp]

1. Require sufficient open space be made available around the coastal edge to maintain and enhance public access and enjoyment and to enable views out over the coastal marine area.
2. Require new buildings to be located and designed so that they:
 - a. are visually appropriate for a marine environment

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- b. are constructed of suitable materials for a marine environment
 - c. do not dominate existing landscape features such as the cliff line
 - d. address and contribute to the amenity of the coastal edge
 - e. are compatible with the use of the area by pedestrians
 - f. provide a safe environment for people using facilities within the precinct.
3. Require that significant areas of public open space on the main reclamation area (sub-precinct B), and additional public open space on other land within the precinct are provided for, to enable opportunities for recreation associated with the coastal marine area.
 4. Require development to be designed and located to retain the existing mature trees, in particular the pohutukawa trees on and next to the old reclamation, and to provide new trees for amenity and shelter, to the extent practicable.
 5. Ensure public transport facilities for the ferry, bus, including associated public car and cycle parking are provided for within the precinct.
 6. Require public traffic routes within the precinct to allow easy access to parking facilities.
 7. Require existing facilities for boating, such as public boat ramps and parking space associated with the marina and boat ramp to be retained.
 8. Provide for appropriate boating facilities to be located on land directly adjoining the CMA.
 9. Enable community uses, such as clubs directly related to the use of the adjoining CMA, within the precinct provided that the scale and design of any structures are appropriate.
 10. Promote comprehensive and integrated development of sub-precinct B in accordance with an approved framework plan.
 11. Encourage the development of a framework plan for sub-precinct B prior to the construction of new residential buildings or development within the precinct to meet the requirements of policy 2 above, and promote distinctive high quality design for new residential development.
 12. Require that in addition to the criteria in [policy 12 \(a\)-\(e\)](#) of the Marina zone, residential activities, or other non-marine related activities such as restaurants/cafes, do not:
 - a. generate significant traffic or additional parking needs
 - b. compromise with the space required for marina, ferry service and public access, recreation, public transport and boating activities, including associated parking needs.

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5.7 Browns Bay

The objectives and policies of the underlying Mixed Use and Public Open Space – Informal Recreation zones apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and the extent of the precinct.

Precinct description

The precinct is located at Beachfront Lane in Browns Bay. The purpose of this overlay is to limit the scale of buildings fronting Beachfront Lane.

These buildings should be of a scale that maintains the amenity of the adjoining street and beachfront reserve, and avoids effects of shading, dominance and visual effects on the character of the Browns Bay coastline.

Objective

1. New development avoids adverse effects of visual dominance and shading on Beachfront Lane and the adjoining beachfront reserve, or the character of the coastal environment.

Policy

1. Limit the height and scale of new development adjacent to Beachfront Lane.

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5.8 Chelsea

This precinct covers land and water areas either owned or used by the Chelsea Sugar Refinery at Birkenhead. The purpose of the precinct is to provide for the existing operations of the refinery as well as a future use scenario for mixed use development should refinery operations cease at the site. It contains three sub-precincts as described below.

Precinct description

Sub-precinct A and B description

Sub-precincts A and B cover specified areas within Chelsea Park, zoned Public Open Space – Conservation. Some of sub-precinct A was once a sludge disposal area for the adjacent Chelsea sugar refinery site. The area requires rehabilitation and is subject to regional discharge consents. Sub-precinct B covers the water areas, in the form of ponds, that historically provided the freshwater water source for refinery operations. Water is still used for refining purposes. The ponds have important habitat and amenity values as well as a stormwater quality control function.

The management of this part of the Chelsea Park will recognise the history of its use and management, and its artificial (landfill) characteristics.

The main issues arising from the use, development or protection of these areas are:

- ensuring land stability and providing for appropriate open space and future land use activities
- safeguarding and enhancing the amenity values of the park and adjoining areas
- managing stormwater flows to maintain or enhance fresh and coastal water quality
- managing the habitat (wildlife) values of the ponds and associated riparian (land) areas
- intermittent odour from the ponds affecting residential amenity

The purpose of these sub-precincts is to manage these issues.

Sub-precinct C description

Sub-precinct C relates to the Chelsea sugar refinery site at Birkenhead which is recognised as a unique industrial heritage site of national and international significance located in a distinctive inner harbour coastal location. The underlying zoning of sub-precinct C is Light Industry.

The Chelsea sugar refinery is the only sugar refinery ever to be built and operated in New Zealand, and since 1884 sugar refining and related activities have continued without interruption in purpose-built industrial buildings and structures that house machinery and equipment unique to the sugar refining operation. These buildings have been altered and adapted as methods and refining operations have changed since the refinery first operated. It is the continual sugar refining on the site that is a principal source of the heritage values attributed to the Chelsea sugar refinery today.

The purpose of the sub-precinct is to protect the significant heritage values and character of scheduled buildings while recognising that some ongoing adaptation of these buildings and structures will be necessary to accommodate ongoing sugar refinery operations. Consequently, exemptions to the scheduled heritage place provisions provide for the management of the effects of activities on the site, taking account of both operational and heritage considerations. Some known future refinery buildings, identified by the refining company as being needed within the life of the Unitary Plan, have been specifically provided for within these provisions.

In addition, the sub-precinct provides for a future use scenario, should the sugar refinery operation cease in the future, under which scheduled heritage buildings and structures may have to be adapted, and new buildings erected, to accommodate new activities. In this scenario, the landowner is encouraged to prepare a framework

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plan before land use, subdivision and/or development in the area starts, with greater development opportunities provided for in the sub-precinct following the approval of a framework plan.

The current use provisions should be read in conjunction with [Figure 1 (refer Part 4.5.3.16)] which identifies the historic heritage and associated built and natural environment values of the central core and oldest part of the sugar refinery. Building height controls recognise the nature and location of the existing sugar processing industry, and the existence of many tall buildings that have significant heritage value. The height limits give flexibility to meet ongoing operational needs and ensure that new buildings and structures will not significantly detract from scheduled heritage buildings or be obtrusive in the landscape.

- Area H, as shown in Figure 1, comprises the part of the site in which taller, bulkier structures are considered less likely to have adverse effects. However, such structures in or adjacent to the area containing the Category A scheduled items are of greatest concern in terms of the adverse effects referred to above.
- Area D, as shown in Figure 1, comprises the 'front' of the site adjacent to the coastline where development has the potential to create adverse effects on scheduled buildings, and on the cultural heritage landscape. Accordingly a lower permitted base height is appropriate, in order to provide for adequate consideration of the potential adverse effects of the 'operational' or other buildings and structures that might be proposed for this area.

The 'future use' scenario is set out in the objectives and policies below which should be read in conjunction with [Figure 2: Chelsea Future Use Concept Plan (refer Part 4.5.3.16)].

Objectives

Sub-precincts A and B

The objectives are as listed in the Public Open Space - Conservation zone in addition to those specified below:

[rp/dp]

1. Use, development and protection of the both the former sludge disposal area and water areas associated with the refinery within Chelsea Park maintains and protects land stability, the life-supporting capacity of land and water resources, and local amenity, taking into account any importance for refining operations.

Sub-precinct C

Prior to the cessation of sugar refining activities

Prior to cessation of sugar refining activities the objectives are as listed in the Light Industry zone in addition to those specified below:

1. The unique cultural heritage values of the buildings and structures of the Chelsea sugar refinery industrial site are recognised.
2. The unique cultural heritage sites are protected and the ongoing operational requirements of the working refinery activities are enabled.

Following the cessation of sugar refining activities

Following the cessation of sugar refining activities the objectives are as follows. The policies in the underlying Light Industry zone do not apply:

3. The heritage values and character, including the heritage refinery buildings, and ecological, landscape and amenity attributes of the sub-precinct are maintained and enhanced.
4. The comprehensive redevelopment for a range of uses including appropriate residential, business,

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community, employment and recreation activities is enabled.

5. Public transport services are provided to serve development on the land, including if appropriate in the circumstances, water-based transport.
6. Activities and re-development in the sub-precinct recognise the natural and physical resources and historic heritage values of the land and the open space areas of the site.

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Policies

Sub-precinct A and B

The policies are as listed in the Public Open Space - Conservation zone in addition to those specified below:

[rp/dp]

1. Avoid activities that contribute to the instability of the land or generate any discharge that could adversely impact on water quality.
2. Manage noise, odour or other effects that arise from the use or management of the land and water areas that could diminish the established amenity values or environmental qualities of the area, including the well established ecological values of the margins of water bodies that are immediately south of this area.
3. Ensure disposal of waste in the area is in accordance with best practice and takes account of the established values and future land use potential of the area.

Sub-precinct C

Prior to the cessation of sugar refining activities

Prior to the cessation of sugar refining activities the policies are as listed in the Light Industry zone in addition to those specified below:

4. Protect and maintain the cultural heritage values of the Chelsea sugar refinery industrial site whilst recognising the ongoing operations of the refinery.
5. Enable the adaptation of scheduled buildings and structures to accommodate refinery operations.
6. Recognise and conserve the collective significance of scheduled buildings and structures.
7. Avoid the demolition of scheduled buildings and structures unless all reasonable options for adaptation, alteration or reuse have been considered. Where demolition is to allow for new buildings or activities consideration of alternative methods and sites should be undertaken.
8. Maintain the landmark importance and visual integrity of the scheduled buildings and structures as viewed from public vantage points across the water.
9. Retain the original fabric, appearance and character of scheduled buildings and structures.
10. Require any additions to scheduled buildings to be identifiable as new but use materials and forms that are sympathetic to the heritage character of the collection of scheduled buildings.
11. Require new buildings and structures to be constructed in preference to making additions to scheduled buildings and structures.
12. Require new buildings and structures to be sympathetic to the robust industrial form, bulk, character and scale of scheduled buildings and structures, and to not dominate or obscure them, or seriously detract from their collective significance.
13. Require new buildings to maintain the distinctive profile of the scheduled buildings centred on the Cistern House turret (or cupola), and views of the vegetated backdrop and avoid occupying the foreground with inappropriate building forms or with tall or bulky structures that dominate or obscure scheduled buildings and structures, principally as viewed from public vantage points across the water.
14. Require structures that are necessary to link scheduled buildings or connect these to new buildings to be simple in form, small in scale, and enclosed only to the extent necessary to provide weather protection.
15. Manage routine maintenance to minimise adverse effect on the heritage elements or values of scheduled buildings and structures.
16. Require replacement and repair of the original fabric of scheduled buildings and structures to be carried

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out using materials the same as or similar to the original, and is sympathetic to the original design of the building or structure.

17. Require photographic records to be made, prior to work commencing, for any significant alteration to or demolition affecting a scheduled building or structure. The records are to be deposited with the Birkenhead Library archive of the Chelsea sugar refinery.

Following the cessation of sugar refining activities

Following the cessation of sugar refining activities the policies are as follows. The policies in the underlying Light Industry zone do not apply.

18. Enable a range of activities including residential, business, community and recreational opportunities.
19. Require that the bulk, massing and heights of buildings are appropriate to a prominent coastal location and its significant cultural and landscape values.
20. Require land to be set aside for public access to the harbour and for recreation.
21. Require development in the area to be of a design that achieves a high level of amenity and pedestrian-oriented character, where development is integrated with public spaces, including the surrounding open space.
22. Require habitat and ecological values to be fully appraised and that areas identified as having significant landscape and/or habitat value or as conservation areas, either be transferred to the council as reserve upon the development of the land, or covenanted to provide protection and ongoing management of the landscape and habitat values.
23. Promote development which complements the role of the Highbury shopping centre.
24. Require the integration of linkages and connectivity through and beyond the area including public transport and policies promoting water-based transport.

Historic heritage and built form

25. Provide for the appropriate and protective adaptive re-use of heritage buildings, with particular regard to the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value principles.
26. Require development to conserve and protect the historic heritage values of the area, including the architecture and heritage characteristics of the scheduled buildings and landscape attributes of the site and nearby public open space.
27. Identify and manage the use and redevelopment of historic buildings recognising their intrinsic heritage values in a building conservation plan.
28. Maintain views of the scheduled buildings from public areas within the site, from residential areas surrounding the site, including Birkenhead Point and Northcote Point, and from across the water.
29. Identify and protect archaeological sites, trees or vegetation of cultural heritage value and other heritage items.

Coastal landform, landscape values and ecology

30. Retain the existing shape of the landform where practicable, avoiding significant earthworks, and modification of the coastal escarpment from its point of 'roll-over' seawards and any identified conservation area.
31. Maintain the continuity and natural character values of the coastal escarpment (including the native vegetation) west of the refinery area by avoiding the massing of contiguous bulky building form, excessive building height and continuous building facades.

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32. Incorporate existing mature trees and significant native bush into the landscape design for the site as a physically cohesive 'whole' that links with the coastal escarpment and planting around the adjoining ponds.
33. Retain the existing exotic tree and native plantings that have an important screening function between built development and the coastal margin. In particular, the vegetation located in the conservation areas immediately adjacent to the coast in the horse paddock and along the coastal boundary of the bulk sugar store area.
34. Retain vegetation framing/flanking the existing ponds allowing for limited development around the refinery car park.

Traffic and transportation

35. Encourage the comprehensive integration of future land uses and transport infrastructure and services.
36. Require any intensive development proposals to focus on public transport and walking modes rather than private vehicles.

Urban design, public realm and open space

37. Require redevelopment to achieve a high level of public amenity, a pedestrian-oriented character, integrated with public spaces and a distinctive and unique sense of place.
38. Require curtilages and open spaces around new buildings to be designed to respect the settings of significant heritage buildings and enhance the visual appreciation of scheduled heritage buildings, features and sites. The interface between heritage structures and new buildings must be addressed in the building conservation plan required to be prepared.

Refinery area

39. Limit the capacity of the land to accommodate mixed use development providing approximately 286 dwellings based on the ratio of one unit per 175m² usable floor area, including those located within the readapted refinery buildings, and 3,200m² business land within the areas identified in Figure 2 as the refinery area.
40. Limit the height of new buildings to avoid dominating heritage buildings and be within the locations identified and height limits on the number of levels set out in Figure 2.
41. Require the area identified in Figure 2 as 'open space/ferry parking' to be available for land-based ancillary facilities and back-up parking in the event ferry services are provided to the land. In the event the area is not able to be used for ferry services in the short-term, it should be retained in its current use or as open space.

Horse paddock and bulk sugar store areas

42. Require development of the horse paddock and bulk sugar store areas to protect and integrate with the recognised historic heritage, ecological, and coastal landscape values of the area.
43. Limit the capacity of the land to accommodate 240 dwellings within the area identified in Figure 2 as the horse paddock and bulk sugar store areas.
44. Avoid works or development in conservation areas unless any environmental effects are minor and an equivalent area of land is set aside as a conservation area.
45. Limit building heights to 9m in the horse paddock area, subject to achieving an overall urban design outcome that is sympathetic to the coastal landscape, local natural and historic values, and views of the site from significant public vantage points across the water.

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46. Building heights may be increased if vegetation cover in conservation areas between the future use areas and the coastal escarpment obscures views of the site from key public vantage points including across Waitemata Harbour.
47. Limit building heights to 25m in the bulk sugar store area provided that the building platforms are generally within the locations identified in Figure 2.
48. Require buildings in the bulk sugar store area to be stepped back in height away from the coast with a maximum height at the coastal edge end being no more than 15m for the first 20m of the length of the building. No more than 50 per cent of the total area of any one building may be 25m high with the balance of the building being no more than 20m high.
49. Avoid buildings dominating the entrance to the refinery area, or detracting from the scheduled buildings within the refinery area.
50. Require new buildings to be less visually prominent than the existing bulk sugar store building, and be sympathetic to the coastal landscape, local natural and historic values.
51. Require new buildings in the bulk sugar store area to exhibit a varied form, bulk and design and avoid a continuous bulky mass, facade or height.

Framework plans

52. Following the cessation of sugar refining activities, encourage the development of a framework plan, under which scheduled heritage buildings and structures may have to be adapted, and new buildings erected, to accommodate new activities.
53. Encourage consultation with any other owners of land within sub-precinct C when preparing a framework plan.
54. Require a framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within in the sub-precinct, where a framework plan can only be prepared for part of a sub-precinct.
 - b. any neighbouring sub-precinct.

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5.9 Dairy Flat

The objectives and policies of the underlying Large Lot zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Dairy Flat precinct applies to 50ha of land immediately adjoining the North Shore Airfield at Dairy Flat. The Dairy Flat precinct applies to the land contained in Lot 1, 9 DP 324993 and Part Section 1 SO Plan 332426, Lot 1 DP 147264, Lot 2 – 8 DP 324993.

The precinct provides for a residential aero park, and allows for the creation of sites sized between 2,500m² and 8,000m² in area, which will each have sealed aircraft taxiway access to and from the North Shore Airfield.

The purpose of the Dairy Flat precinct is to provide an opportunity for aircraft enthusiasts to live in close proximity to the North Shore Airfield, and to offer permanent access for aircraft from individual properties to the airfield. In addition, this precinct provides a buffer of aviation friendly activities around the North Shore Airfield, which will assist its long term survival as a recreational facility. It is intended that the aviation park will be developed in stages to be completed in general accordance with [Precinct Plan 1: Subdivision Plan](#).

A structural planting plan is also contained in [Precinct Plan 2: Structural Planting Areas](#), with the species for framework planting specified in [Appendix 1](#) specifying the key areas that must be planted in order to mitigate the visual impact of development. In addition, there is a Landscape Development Programme for the entire precinct, which must include a landscape master plan, a staging plan, a set of design standards and a landscape design plan.

Objectives

The objectives are as listed in the Large Lot zone and Auckland-wide rules: Infrastructure except as specified below:

1. The development of an aviation park for combined residential and aircraft operations is provided for, whilst retaining the rural character of this precinct.
2. The adverse effects of activities on the operation of the North Shore Airfield are avoided, remedied or mitigated.
3. The adverse effects of aircraft operations on dwellings within the precinct are avoided, remedied or mitigated.

Policies

The policies are as listed in the Large Lot zone and Auckland-wide rules: Infrastructure except as specified below:

1. Site and design buildings to avoid, remedy or mitigate adverse effects, including reverse sensitivity effects on the operation of the North Shore Airfield and aircraft operations within the precinct.
2. Site, design and operate activities to avoid, remedy or mitigate adverse effects on dwellings within the precinct.
3. Design dwellings on the site to remedy or mitigate adverse effects from aircraft operations.
4. Connect every site created by a subdivision with an access to the North Shore Airfield.

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5.10 Devonport Naval Base

Precinct description

The Devonport Naval Base precinct covers most of the land held by the Crown for the HMNZ Naval Base (south yard) in Devonport. It incorporates the HMNZS Philomel area and part of the Calliope Road frontage containing the hospital and wardroom. This land is subject to a designation for defence purposes and the underlying zone is Mixed Use zone.

The precinct provides for non-defence use of the base's facilities and indicates the desired environmental standards for these activities. The precinct has been split into two sub-precincts (refer to precinct plan 1) to recognise the differing environmental characteristics within this area. Devonport Naval Base sub-precinct A applies to the northern area adjoining Calliope Road, which is used for predominantly health and administration land uses. Devonport Naval Base sub-precinct B applies to the lower coastal area of the south yard, known as HMNZS Philomel.

Objective

1. Non-defence use of existing facilities, and new facilities established under the defence purposes designation is enabled, in a manner which avoids or mitigates any adverse effects on the environment.

Policies

1. Apply a zoning framework which complements the defence purposes designation applying to the land.
2. Provide for a range of activities that have been legally established under the Minister of Defence's 'defence purposes' designation or otherwise have existing use rights.
3. Manage the effects of activities in a way that enables flexibility in the location of buildings and activities within the base area.
4. Preserve the heritage character and retain the domestic form of buildings established along Calliope Road.
5. Protect the visual prominence of the Calliope Road cliffs.
6. Require building frontages on Calliope Road or Spring Street to be sensitive to the form, proportions, detailing and character of the area.
7. Require buildings proposed below the Calliope Road cliffs to be designed and located to ensure that views of the cliff line, from the south, are protected by:
 - a. maximising building separation distances
 - b. reducing building height to below the cliff top
 - c. minimising building length
 - d. varying the height of wider buildings to ensure views to the cliff are maintained
 - e. using colours which are complementary to the coastal environment.
8. Require development design and scale to be compatible with, and not negatively impact on, the unique coastal features.
9. Manage development so that it recognises and respects the natural and visual qualities of the area.
10. Retain buildings constructed prior to 1940 due to their contribution to the built heritage and character of Devonport.

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5.11 Devonport Peninsula

The objectives and policies of the underlying zone apply in the Devonport Peninsula Precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of the Devonport Peninsula precinct is to provide for the comprehensive residential development of the former Navy housing land holdings located in the suburbs of Devonport, Bayswater, Belmont and Hauraki on Auckland's North Shore.

The Devonport Peninsula precinct will encourage the development of identified large contiguous land holdings suited to residential development in a quality and integrated manner while enabling greater building height within appropriate parts of the precinct.

The Devonport Peninsula precinct collectively covers 24.9 hectares of land and is comprised of six separate sub-precincts which range in size from 1.9ha to 8.5ha. The six sub-precincts recognise the opportunities and unique characteristics of each site and surrounds, and accordingly provide for variability in building height across each sub-precinct. These sub-precincts are identified as follows:

- Sub-Precinct A - Marsden Street
- Sub-Precinct B - Birchfield Road
- Sub-Precinct C - Plymouth Crescent
- Sub-Precinct D - Hillary Crescent
- Sub-Precinct E - Vauxhall Road
- Sub-Precinct F - Wakakura Crescent

The size and aspect of the Devonport Peninsula precinct landholdings and the proximity of community amenities and public open space make it suitable to accommodate medium to higher density residential development.

The large site areas of the sub-precincts also provide the opportunity to locate up to four storey buildings away from established residential areas, and surrounding areas generally, to mitigate any adverse visual or dominance effects.

In this regard, three height areas have been identified within each sub-precinct with the maximum height for each area specified as follows:

- Area 1 – 14.5m (4 storeys)
- Area 2 – 11m (3 storeys)
- Area 3 – 8m (2 storeys)

Developers are encouraged to prepare a framework plan prior to any subdivision or development occurring on the sub-precinct landholdings. This will reduce the potential for ad-hoc subdivision or development to occur and will enable integrated and comprehensive development of the sub-precincts, including roads, lanes and public open space.

Integrated residential development is provided for on moderately large sites. Relaxed density controls apply to integrated residential development but all the other development controls of the underlying zone, such as building height, apply.

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Sub-Precincts

Sub-Precinct A - Marsden Street (refer to [Precinct Plan 1](#))

Sub-Precinct A provides for the development of landholdings in and around Marsden Street and Waitemata Road, Hauraki, comprising approximately 4.1ha of land.

The sub-precinct has two height areas – Area 1 to reflect the opportunity for higher buildings with outlook across Jutland Reserve and adjacent to Hauraki Primary School, and Area 3 alongside the east and west residential zone interfaces respectively.

Sub-Precinct B - Birchfield Road (refer to [Precinct Plan 2](#))

Sub-Precinct B provides for the development of landholdings in and around Birchfield Road and Frances Street, Hauraki, comprising approximately 1.9ha of land.

The sub-precinct has three height areas – Area 1 adjacent to Jutland Reserve, Area 2 along the north-eastern interface with the adjacent residential properties, and Area 3 along the south-western interface to address potential edge effects.

Sub-Precinct C - Plymouth Crescent (refer to [Precinct Plan 3](#))

Sub-Precinct C provides for the development of landholdings in and around Plymouth Crescent, Bayswater, comprising approximately 7.2ha of land.

The sub-precinct has three height areas – Area 1 enabling greater height adjacent to Plymouth Reserve and Bayswater Park, Area 2 either side of Roberts Road, and Area 3 alongside the east and west residential zone interfaces.

Sub-Precinct D - Hillary Crescent (refer to [Precinct Plan 4](#))

Sub-Precinct D provides for the development of landholdings in and around Hillary Crescent, Belmont, comprising approximately 8.5ha of land.

The sub-precinct has three height areas - Area 1 adjacent to Northboro Reserve, Area 2 along Eversleigh Road, and Area 3 alongside the north and south residential zone interfaces.

Sub-Precinct E - Vauxhall Road (refer to [Precinct Plan 5](#))

Sub-precinct E provides for the development of the former HMNZS Tamaki landholding which comprises approximately 3.21ha of land in Vauxhall Rd, Devonport.

The sub-precinct has three height areas - Area 1 within the core of the sub-precinct with outlook across the adjacent reserve, Area 2 to the north and west, and Area 3 alongside the southern residential zone interface.

Sub-Precinct F – Wakakura Crescent (refer to [Precinct Plan 6](#))

Sub-precinct F provides for the development of landholdings at Wakakura Crescent, to the south of Ngataranga Rd, Devonport, comprising approximately 4.64ha of land.

The sub-precinct has three height areas - Area 1 within the core and to the south of the sub-precinct with outlook across Ngataranga Bay, Area 2 along the Ngataranga Road frontage, and Area 3 alongside the residential zone interface to the east and west. A marginal coastal strip is to be taken along the south side of the site, containing a pedestrian connection.

Objectives

The objectives as listed in the Mixed Housing – Suburban Zone apply in addition to the objectives specified below:

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1. Integrated high quality housing development on large contiguous sites, which incorporate additional building height while complementing building heights in adjacent residential areas.
2. Development that mitigates general visual and dominance effects and enhances public use and accessibility of the precinct and surrounding public open space.

Policies

The policies as listed in the Mixed Housing – Suburban Zone apply in addition to the policies specified below:

1. Encourage the location, bulk, outlook, access to, and servicing of buildings to be planned and designed in a comprehensive and integrated manner through a framework plan.
2. Encourage the establishment of an integrated, well-connected, safe and accessible pedestrian and public open space network through a framework plan that creates a public neighbourhood environment and which complements and improves accessibility to any surrounding public open space.
3. Enable greater building height in appropriate locations through a framework plan consent while:
 - a. avoiding wider dominance or visual effects;
 - b. facilitating greater building height in areas with outlook across public open space in Area 1;
 - c. ensuring an appropriate building height transition to adjacent residentially zoned areas through lower building heights in Area 2 and Area 3; and
 - d. ensuring a mix of building heights across Areas 1 and 2 as viewed from public open spaces and the external boundaries of the site.
4. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
5. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring precinct.
6. Provide for integrated residential development on moderately large sites.

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5.12 Greenhithe

The objectives and policies of the underlying Large Lot zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Greenhithe precinct covers a broad area of the Greenhithe Peninsula and drains in two directions to the upper Waitemata Harbour. The purpose of the precinct is to manage subdivision and development in a sensitive catchment and ensure that new development responds to the natural environment including topography, vegetation, water quality, landform and the visual landscape.

The Greenhithe precinct comprises two sub-precincts. Sub-precinct A requires lower densities than those permitted by the Large Lot zone. Sub-precinct B allows higher densities than those permitted by the Large Lot zone subject to specific constraints and opportunities including landscape features, topography, significant vegetation and access to a reticulated wastewater system. Subdivision and development in the precinct is supported where it avoids the removal of significant native vegetation, will minimise sedimentation and respond to and integrate with, the features of the landscape.

Objective

The objectives are as listed in the Large Lot zone in addition to that specified below:

1. Subdivision and development is limited to protect environmental values and the landscape character of the area.

Policies

The policies are as listed in the Large Lot zone in addition to those specified below:

1. Design subdivision and development to protect environmental values and the landscape features and character of the area, including watercourses and significant native vegetation and fauna habitats.
2. Determine the type and intensity of development opportunities in different parts of the precinct based on the environmental constraints.
3. Locate buildings platforms and access roads to:
 - a. avoid and protect native vegetation and fauna habitats
 - b. minimise land modification and scarring of the landscape
 - c. avoid significant steep slopes, ridgelines and stream valleys
 - d. minimise visual intrusion when viewed from public places.
4. Minimise the potential to create sedimentation associated with land development and subdivision by limiting the intensity of development and retaining vegetation cover, particularly on steep land and land close to natural water courses.
5. Develop, before any subdivision is approved, a satisfactory means within sub-precincts to achieve long-term water quality in adjacent waterways without environmental damage.
6. Retain and enhance native fauna and flora within the area.

Greenhithe sub-precinct A

7. Protect the natural and physical environment by maintaining the low density rural-residential character of the area.

Greenhithe sub-precinct B

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8. Preserve the character of the landscape by maintaining a low density rural residential environment whilst enabling greater residential intensity and clustering of development in flatter areas where there is little or no vegetation, and access to a reticulated wastewater system.

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5.13 Gulf Harbour

Refer to the planning maps for the location and the extent of the precinct.

Precinct description

Gulf Harbour is a 350ha master planned development located at Hobbs Bay on the Whangaparāoa Peninsula. The precinct contains separate areas of residential development encompassed by open space. The residential areas have a range of densities, from a higher density adjacent to the Gulf Harbour centre to lower densities to the north and east of the centre.

The precinct comprises six sub-precincts:

- sub-precinct A contains the commercial centre which provides for retail, commercial and entertainment related activities along with supported residential care facilities
- sub-precinct B is situated on the eastern side of the marina. It provides for the development of berthage, commercial and service activities, and is available for residential development
- sub-precinct C provides for high density residential development near the waterway, with medium density residential development on slopes rising from the waterway areas
- sub-precinct D covers the largest area of residential development generally bounded by or adjoining the golf course and areas of open space
- sub-precinct E provides for lower density residential areas to the periphery of the precinct
- sub-precinct F provides for the protection of the open space character and the recreational and integrative functions of the land on which the golf course is situated.

The purpose of the Gulf Harbour precinct is to limit land use and development to reduce pressure on the existing wastewater system and transport network serving the Whangaparāoa Peninsula. The precinct also recognises that areas of open space including the golf course are essential to offset the areas of higher intensity development.

To ensure that development has appropriate regard to the context in which it is situated, achieves a coherent and attractive character in each neighbourhood, and makes effective use of the opportunities offered by the coastal proximity and landforms of the precinct, the precinct provisions encourage a framework plan to be approved prior to new development, building or subdivision in sub-precincts A, B, C and D. Framework plans will need to include the design of road and block layouts, the number and density of dwellings, open space and pedestrian linkages, and give effect to the precinct objectives and policies with particular regard to the co-ordinated and integrated design of future development.

Objectives

The objectives are as listed in the underlying zone except as specified below.

1. Development is limited to avoid excess pressures on the capacity of the road and wastewater infrastructure serving the precinct.
2. The form and intensity of development is controlled to maintain and enhance the amenity values and environmental quality of the precinct, and reinforce the coherence and character of each sub-precinct.

Policies

The policies are as listed in the underlying zone except as specified below.

General

1. Limit the total amount of development within the precinct through a development cap.
2. Maintain and reinforce the differences of intensity and character between each sub-precinct.

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3. Reinforce and encourage visual and functional linkages between development that is proximate to the waterways or the marina, and the marine environment.
4. Discourage the conversion of existing dwellings into two dwellings.
5. Encourage the development of framework plans to provide for the comprehensive development of sub-precincts A, B, C and D, which:
 - a. has appropriate regard to the context in which it is situated
 - b. achieves a coherent and attractive character in each neighbourhood
 - c. makes effective use of the opportunities offered by the coastal proximity and landforms of the precinct
 - d. reduces the potential for undeveloped areas.
6. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
7. Require any framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring sub-precinct.

Sub-precinct A

8. Encourage development to be undertaken in compliance with a framework plan approved by the council, and designed so that the arrangement of buildings, parking and opens spaces, and the provision for vehicular and pedestrian circulation will:
 - a. provide activities that are appropriate to the commercial, social and cultural needs of the Gulf Harbour community
 - b. be safe, convenient and achieve high standards of amenity
 - c. be consistent with the form, scale and character of development which has occurred in the commercial centre up to that time
 - d. be aesthetically coherent and reinforce the urban design precedents which have been established in the locality - particularly the admission of sunlight and orientation of shops and restaurants to outdoor public spaces and the adjacent waterway
 - e. reflect and capitalise on the unique marine environment and waterfront position
 - f. maintain the commercial and civic qualities of the commercial centre and provide for the full commercial floor space requirements of the local community and not compromise the requirements of future residents
 - g. ensure that public access to and around the edge of the waterway in proximity to the commercial centre is maintained
 - h. enable pedestrian access and orientation
 - i. enable provision for pedestrian shelter around buildings in the form of verandahs, colonnades, canopies or similar structures
 - j. notwithstanding that some such facilities may be privately owned and controlled, enable provision for amenity areas such as promenades, piazzas and open space for the use and enjoyment of the public to:
 - i. provide space for nodes of activity to occur (such as cafes or markets) complemented by

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contemplation zones for rest and people-watching

- ii. be designed in such a way as to be versatile spaces that enable a variety of activities to take place
 - iii. provide direct access paths along the most utilised routes, with appropriate lighting and seating
9. Require buildings to be of a solid and durable construction (e.g. solid masonry, concrete and brick, as opposed to hollow and sheet cladding), appropriate to the marine environment and to ensure a high standard of aesthetic coherence and amenity consistent with existing development in the sub-precinct.
10. Enable residential accommodation on upper levels above commercial units.
11. Guide development so that the range and scale of retail, commercial and community services is appropriate to the local needs of the Gulf Harbour community and to ensure that adverse effects on adjacent or nearby residential areas are avoided or mitigated.

Sub-precinct B

12. Encourage development to be undertaken in compliance with a framework plan approved by the council, and designed so that:
- a. the overall design of the sub-precinct achieves aesthetic and architectural coherence and is of a design, scale, form and character appropriate to the unique marine environment and waterfront location, with an architectural theme that is compatible with and complementary to existing development in sub-precinct A and around the northern waterway
 - b. buildings, parking and open spaces are arranged, and vehicular, bicycle and pedestrian circulation is provided to:
 - i. enable the establishment of activities that are appropriate for the comfort and convenience of visitors and the local community
 - ii. be safe and convenient, and achieve high standards of amenity
 - iii. be functionally linked with, and physically connected by walkways to, the commercial centre
 - iv. be consistent with and complementary to existing and future development within the commercial centre
 - v. be aesthetically coherent and reinforce good urban design, particularly the orientation of shops and restaurants to outdoor public spaces and the adjacent waterway, utilising a variety of architectural elements such as balconies, railings, window boxes and cornices
 - vi. ensure that public access to the waterway itself is provided and maintained
 - vii. ensure that public access to and around the edge of the boat harbour is established and maintained
 - viii. enable pedestrian access and orientation
 - ix. enable mixed use development including residential accommodation;
 - x. notwithstanding that some such facilities may be privately owned and controlled, enable provision for amenity areas such as promenades, beach area, piazzas and open space for the use and enjoyment of the public to:
 - provide space for nodes of activity to occur (such as cafes or markets) complemented by contemplation zones for rest and people-watching
 - be designed in such a way as to be versatile spaces that enable a variety of activities to take place

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- provide direct access paths along the most utilised routes, with appropriate lighting and seating.
13. Require buildings to be of a solid and durable construction (e.g. solid masonry, concrete and brick, as opposed to hollow and sheet cladding), appropriate to the marine environment and to ensure a high standard of aesthetic coherence and amenity consistent with the aim of providing an attractive destination for visitors.

Sub-precinct C

14. Encourage development to be undertaken in compliance with a framework plan approved by the council and designed so as to strengthen the links between the existing marina and waterways, and the remainder of the land in the Comprehensive Gulf Harbour precinct.
15. Enable residential development at varying intensities up to one household unit per 150m² in close proximity to the waterways, but require lesser intensities on the slopes which rise from the waterway areas.
16. Require buildings adjacent to waterways to be designed to facilitate access to, and safe and secure berthage for, recreational boats.

Sub-precinct D

18. Enable development for residential purposes in forms that maintain or enhance the amenity values of the golf course, are compatible with its safe operation, and avoid, remedy or mitigate adverse effects on the environment.
19. Encourage development to be undertaken in compliance with a framework plan approved by the council which enables residential development at varying intensities from place to place but not exceeding an average intensity of one household unit per 275m² net site area.

Sub-precinct F

21. Protect the open space character, and the recreational and amenity values of the land on which the golf course is situated.
22. Enable buildings that are directly associated with the function of the golf course, subject to their design and landscaping mitigating any adverse effects on the amenity values and open space character of the land.
23. Control land shaping and landscaping so that they are in harmony with the coastal landform, and require the use of indigenous vegetation.

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5.14 Gulf Harbour Marina

The objectives and policies of the underlying Marina zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Gulf Harbour Marina precinct is located at Hobbs Bay on the southern edge of the Whangaparaoa peninsula. Gulf Harbour was developed as a boat harbour under the Rodney County Council (Gulf Harbour) Vesting and Empowering Act 1977. The precinct includes both the coastal marine area and an area of land to the east of the marina.

The purpose of the Gulf Harbour Marina precinct is to provide for marina, ferry service and marine-related services and facilities, including haul-out facilities, boat storage, trailer parking, and a range of specialist marine trade services. The precinct also provides for a range of commercial and retail activities on part of the adjoining land.

The precinct modifies the height controls of the underlying Marina zone.

The precinct is comprised of two sub-precincts as shown on the planning maps:

- Sub-precinct A provides for a broad range of marina, ferry service, marine and port activities.
- Sub-precinct B specifically provides for non-marine related uses such as offices, retail, healthcare services and care centres.

Objective

The objectives are as listed in the underlying Marina zone except as specified below:

[rcp/dp]

1. The marina, ferry service and marine activities continue to efficiently operate while the commercial, retail and service activities support the use of the area both for marina users and the local community.

Policy

[rcp/dp]

The policies are as listed in the underlying Marina zone except as specified below:

1. Require new development to be designed and located in a manner that is;
 - a. sensitive to the unique marine location
 - b. does not adversely affect the operation of the marina or ferry terminal
 - c. avoids, to the extent practicable, adverse effects on the amenity values of land adjoining the precinct, including visual amenity
 - d. maintains, and where possible enhances, public access to and along the coastal edge.

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5.15 HMNZ Dockyard

This land is subject to a designation for defence purposes and the objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The HMNZ Dockyard precinct applies to the dockyard land on the western half of the reclamation along the base of the cliff at Calliope Road, Devonport. The dockyard is occupied by wharf buildings, a dry-dock, a syncrolift and industrial buildings. The primary use of the dockyard is for the maintenance of vessels. The dockyard is accessed at its eastern end from Philomel Crescent, via Queens Parade, and at its western end from the Stanley Bay gate by a vehicle crossing off Calliope Road, referred to as the Calliope Road service lane.

The purpose of the precinct is to enable the use of the dockyard for non-defence purposes, providing for the efficient use of existing resources and continued employment of a significant workforce.

Objective

1. The continued operation of the HMNZ dockyard for marine and related engineering activities occurs in a manner which avoids or mitigates any adverse effects on the environment.

Policies

1. Avoid activities within the HMNZ Dockyard precinct that do not complement the defence purposes designation.
2. Avoid establishing activities which do not require the dockyards special resources for their operation.
3. Enable the use of the deep water coastal access resource.
4. Recognise and provide for the particular operational needs of the dockyard as well as the adjoining residential catchment.
5. Protect views to Calliope Road cliffs from surrounding areas.
6. Require buildings proposed below the Calliope Road cliffs to be designed and located to ensure views of the cliff line from the south are protected by:
 - a. maximising building separation distances
 - b. reducing the building height to below the cliff top
 - c. minimising building length
 - d. varying the height of wider buildings to ensure views to the cliff are maintained
 - e. using colours which are complementary to the coastal environment.
7. Avoid buildings of inappropriate design and scale, and that are not compatible with the unique coastal features.
8. Manage development within the precinct so that it respects the natural and visual qualities of the area.
9. Require any activities proposed in the precinct to:
 - a. demonstrate that they benefit from access to deep water
 - b. not adversely affect access to the deep water resource
 - c. use the engineering resources that exist on the site.

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5.16 Hobsonville Corridor

The objectives and policies of the underlying Light Industry, Mixed Use and Local Centre zones apply in the following precinct and sub-precincts except as specified below. Refer to the planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Hobsonville Corridor precinct is located between Hobsonville Road and State Highway 18, and extends from 84 Hobsonville Road eastwards to the Hobsonville Domain. The precinct has been developed to enable integrated land use and transport outcomes to occur in the proximity of the Brigham Creek interchange.

The purpose of the precinct is to provide for the development of a new local centre in sub-precinct C and light industry and mixed use developments in sub-precincts A and B. High standards of urban design and landscape development are required throughout the precinct to provide active, pedestrian-orientated frontages along Hobsonville Road and to maintain amenity for Hobsonville primary school and residents south of Hobsonville Road.

There are three sub-precincts in the precinct:

- sub-precinct A is zoned Light Industry, and is divided into Area 1 and Area 2
- sub-precinct B is zoned Mixed Use, and is divided into Area 1 and Area 2
- sub-precinct C is zoned Local Centre.

The Hobsonville Corridor precinct plan ([precinct plan 1](#)) applies to the whole precinct. [Precinct plan 1](#) shows sub-precinct boundaries, indicative stormwater ponds, indicative roads, strategic access points, frontage controls and open space and existing features. The Hobsonville Corridor street typology plan ([precinct plan 2](#)) applies to sub-precinct B and C. The Hobsonville Corridor transport plan ([precinct plan 3](#)) applies to the whole precinct and sets out key transport infrastructure including bus zones, cycle lanes and pedestrian links. The landscape frontage control diagram ([precinct plan 4](#)) applies to sub-precinct A adjacent to Hobsonville primary school.

To facilitate the integrated and efficient development of the precinct, framework plans are provided for in all of the sub-precincts, except for sub-precinct A. A framework plan is a resource consent authorising land uses including the location and physical extent of roads and open spaces, and allowable building envelopes within a sub-precinct. The framework plan for a sub-precinct must include elements of [precinct plan 1](#).

Objectives

The objectives for the sub-precincts are as listed in the Light Industry zone (sub-precinct A), Mixed Use zone (sub-precinct B) and Local Centre zone (sub-precinct C) except as specified below.

1. The Hobsonville Corridor precinct is developed in a comprehensive and integrated way for retail, mixed use and industrial activities to service projected population growth at Hobsonville and the Hobsonville Peninsula.
2. Development is of a form, scale and design quality that reinforces the local centre as a focal point for the community.
3. Transport and land use patterns are integrated, particularly around the Brigham Creek interchange to achieve a sustainable, liveable community.
4. Subdivision and development is compatible with existing landscape features and sensitive to the ecological qualities of the upper Waitemata Harbour.
5. High density employment and residential activities are adjacent to transport, and land is used

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efficiently.

6. High-quality urban design outcomes are achieved in the local centre, and pedestrian linkages through the sub-precincts are promoted.
7. Employment opportunities are enabled and industrial land within sub-precinct A is recognised as a finite resource.
8. Retail is limited in sub-precinct A to activities that support local businesses and residential activities are avoided.
9. Sub-precinct A mitigates adverse effects on Hobsonville primary school and the surrounding residential environment with high quality urban design and landscaping.
10. Mixed use development in sub-precincts B and C is comprehensively planned and a range of commercial, retail and residential activities enabled.
11. Sub-precinct C is the compact, pedestrian orientated retail core of the precinct with a comprehensively planned mix of large and small scale retail activities (including two supermarkets) to service the local convenience needs of the existing and future residential and employment population in Hobsonville.
12. Hobsonville Road is the focal point of pedestrian activity, with active frontages and high quality urban design.

Policies

The policies for the sub-precincts are as listed in the Light Industry zone (sub-precinct A), Mixed Use zone (sub-precinct B) and Local Centre zone (sub-precinct C) except as specified below.

Development

1. Promote comprehensive and integrated development of the precinct in accordance with [precinct plan 1](#) and approved framework plans.
2. Encourage the development of framework plans for sub-precincts B and C prior to subdivision, the establishment of land use activities or development within the sub-precinct to ensure that the sub-precinct is developed in a co-ordinated, integrated and comprehensive manner.
3. Encourage consultation with any owners of land within a sub-precinct, and any neighbouring sub-precinct, when preparing framework plan.
4. Require the framework plan to demonstrate the inter-relationship and future integration with other land within the sub-precinct and precinct, particularly where a framework plan is only prepared for part of a sub-precinct.
5. Enable high intensity development, particular adjoining Hobsonville Road, to provide for high densities of employment and residential activity adjacent to the transport network.
6. Enable manufacturing, office and industrial activities in sub-precinct A.
7. Avoid the establishment of retail or residential in sub-precinct A except for small-scale retail activities accessory to an industrial activity or that support local employees.
8. Provide for compact mixed use environments in sub-precincts B and C by:
 - a. managing development to provide a range of commercial, retail and residential activities
 - b. enabling residential and office activities above street level in the Local Centre zone.
9. Enable medium to high density housing in Area 1 of sub-precinct B.
10. Control the location, scale and type of retail activities within sub-precinct B to ensure that the retail development in that sub-precinct does not detract from the viability of a compact, pedestrian oriented

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centre in sub-precinct C.

11. Enable a mix of retail activities in sub-precinct C including:
 - a. two supermarkets
 - b. small scale retail and commercial services.

Built form

12. Manage potential reverse sensitivity effects between mixed use development and residential activities by controlling the design of mixed use developments.
13. Manage the adverse effects of industrial developments by:
 - a. ensuring new buildings achieve a quality built environment
 - b. managing compatibility issues between new buildings and sensitive activities on nearby sites through controls on site layout and design
 - c. requiring development of land adjacent to Hobsonville Primary School to provide a suitable buffer treatment.
14. Control development so that its scale and design contributes to the creation of high-quality amenity through pedestrian connections and public open space.
15. Encourage higher employment densities along public transport corridors by requiring development fronting Hobsonville Road to be at least two storeys.
16. Recognise the importance of Hobsonville Road as the primary street for public interaction in the local centre by requiring buildings in sub-precinct C with frontages to Hobsonville Road to:
 - a. avoid blank walls
 - b. provide easily accessible pedestrian entrances
 - c. provide minimum floor heights to maximise building adaptability to a range of uses
 - d. maximise glazing
 - e. erect frontages of sufficient height to frame the street
 - f. provide weather protection for pedestrians
 - g. locate vehicle crossings in accordance with [precinct plan 1](#)
 - h. be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking
 - i. provide for pedestrian linkages in accordance with [precinct plan 1](#).
17. Provide for the establishment of two supermarkets in sub-precinct C by:
 - a. recognising the positive contribution supermarkets make to centre viability and function, and
 - b. requiring designs that positively contribute to the streetscape and character of their surroundings.

Pedestrian access and street quality

18. Require the provision of safe pedestrian linkages across Hobsonville Road in accordance with [precinct plan 1](#).
19. Promote the development of road patterns to support a range of non-residential activities and to create a walkable catchment through and between sub-precincts B and C.

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Infrastructure

20. Ensure urban growth is sequenced to align with the delivery of infrastructure.
21. Manage development so that it does not adversely affect the safe and efficient operation of the transport network.
22. Require the provision of road connections through sites as generally indicated on [precinct plan 1](#).
23. Require the provision of slip lanes in accordance with precinct plan 1 to limit the number of access points on to Hobsonville Road east of the intersection with Brigham Creek Road.
24. Provide for pedestrian ways, cycle ways, bus routes, and road networks including identified 'strategic access points' shown on [precinct plan 1](#) that:
 - a. integrate with land use activities within the precinct and allow for safe and efficient movements within and around the precinct
 - b. are designed to promote the maximum use and safety of transport modes other than private motor vehicles.
25. Provide for stormwater mitigation and passive recreational opportunities by requiring developments to provide:
 - a. reserves for drainage and stormwater purposes
 - b. ecological linkages, including through enhancement of the riparian margins and urban open space in accordance with [precinct plan 1](#).
26. Ensure development is consistent with the Waiarohia Stream catchment network discharge consent and integrated catchment management plan including the adoption of low impact design to limit, control and treat stormwater at or near its source.
27. Require an integrated catchment management plan, associated network discharge consents and integrated transport assessment to be approved before Area 2 in sub-precinct A is developed.
28. Identify land within the Transit New Zealand Designation TSNZ4 for appropriate development, subject to the designation prevailing in all cases while it remains in place.

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5.17 Hobsonville Point

The objectives and policies of the underlying Mixed Housing Urban, Terrace Housing and Apartment Buildings, Open Space- Informal Recreation and Open Space – Conservation zones apply in the following precinct and sub-precincts except as specified below. Refer to the planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Hobsonville Point precinct is located approximately 11km north-west of central Auckland on land that was formerly the Hobsonville airbase. The precinct is being redeveloped as a sustainable community with a compatible mix of residential and employment activities. Development of this precinct will be guided by the following [precinct plans](#):

- Hobsonville Point precinct plan (precinct plan 1)
- Hobsonville Point features plan (precinct plan 2)
- Catalina sub-precinct plan (precinct plan 3)

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of the former airbase, making efficient use of land and infrastructure and increasing the supply of housing in the Hobsonville area. The precinct will provide an integrated residential and marine area, comprising a primary and secondary school, integrated public transport, a range of open spaces and community facilities, and a variety of housing options. The precinct is located near to the local centre being developed within the Hobsonville Corridor precinct.

There are five sub-precincts in the precinct:

1. Hobsonville Point village (sub-precinct A)
2. Buckley (sub-precinct B)
3. Sunderland (sub-precinct C)
4. Hobsonville Point marine (sub-precinct D)
5. Catalina (sub-precinct E)

The Hobsonville Point Village sub-precinct is zoned Mixed Housing Urban, with some provision for small-scale retail fronting Hobsonville Point Road. The Buckley, Sunderland and Catalina sub-precincts predominately provide for urban residential living, with areas set aside for retail and community facilities to serve the local community. The underlying zoning in these sub-precincts is Mixed Housing Urban, Terraced Housing and Apartment Buildings, Public Open Space – Informal Recreation and Public Open Space - Conservation. The Catalina sub-precinct also incorporates an area zoned Special Purpose – Māori Purpose, which will be developed as a marae. The Hobsonville Point marine sub-precinct is a comprehensive mixed use development for marine and residential activities, with the underlying zoning of Mixed Housing Urban.

To facilitate the integrated and efficient development of the precinct, framework plans are provided for in all of the sub-precincts, except for the Catalina sub-precinct, which is subject to a design guideline and development controls. A framework plan is a resource consent authorising land uses including the location and physical extent of roads and open spaces, and allowable building envelopes within a sub-precinct. The framework plan for a sub-precinct must include elements of the Hobsonville Point precinct plan. Framework plans have already been approved for the Buckley and Sunderland sub-precincts, and future development within those areas must be in accordance with the approved framework plans.

Objectives

The objectives for the sub-precincts are as listed in the Mixed Housing Urban zone (Hobsonville Point Village, Buckley, Sunderland, Catalina and Hobsonville Point Marine), Terrace Housing and Apartment Buildings zone

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(Buckley, Sunderland and Catalina), Open Space- Informal Recreation zone (Buckley, Sunderland, Catalina and Hobsonville Point Marine) and Open Space – Conservation (Buckley, Sunderland and Hobsonville Point Marine) except as specified below:

1. Hobsonville Point precinct is developed in a comprehensive and integrated way to provide for a compatible mix of residential living, commercial and marine industry in order to increase housing supply.
2. Development is of a form, scale and design that provides for high-quality on-site amenity for residents and responds to the neighbourhood's planned residential character.
3. Different types of housing and levels of intensification are enabled, including medium and high density housing, to provide a choice of living environments while providing for high-quality on-site amenity for residents and maintaining the reasonable amenity of adjoining residential sites.
4. Commercial and retail activities are enabled at a scale and intensity which ensures that the adverse effects on the function and viability of the local centre within the Hobsonville Corridor Precinct are avoided.
5. Subdivision and development is sensitive to the precinct's historic cultural heritage, natural ecological and open space values, and those values are a significant feature of the precinct's development.
6. Development is integrated with transport networks and supports pedestrian, cycle and public transport use.
7. Adverse effects of stormwater runoff are avoided or mitigated.

Policies

The policies for the sub-precincts are as listed in the Mixed Housing Urban zone (Hobsonville Point Village, Buckley, Sunderland, Catalina and Hobsonville Point Marine), Terrace Housing and Apartment Buildings zone (Buckley, Sunderland and Catalina), Open Space - Informal Recreation zone (Buckley, Sunderland, Catalina and Hobsonville Point Marine) and Open Space – Conservation (Buckley, Sunderland and Hobsonville Point Marine) except as specified below:

Development

1. Promote comprehensive and integrated development of the precinct in accordance with [precinct plan 1](#) and approved framework plans.
2. Encourage the development of framework plans for sub-precincts A to D prior to subdivision, the establishment of land use activities or development within a sub-precinct to ensure that the precinct is developed in a co-ordinated, integrated and comprehensive manner.
3. Encourage consultation with any owners of land within a sub-precinct, and any neighbouring sub-precinct when preparing framework plan.
4. Require the framework plan to demonstrate the interrelationship and future integration with other land within the sub-precinct and precinct, particularly where a framework plan is only prepared for part of a sub-precinct.
5. Enable a community that models sustainability, particularly the principles of passive solar design, energy efficiency, sustainable water management, and compact walkable neighbourhoods.
6. Encourage higher density and mixed use development, and an integrated urban form, with public transport networks, pedestrian facilities and cycleways movement networks, to provide alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
7. Enable medium and high density housing to make efficient use of the land resource while maintaining the reasonable amenity of adjoining residential sites and providing high-quality on-site amenity.

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8. Enable retail and commercial activities to service the community while ensuring:
 - a. the intensity of the use will not detract from the residential amenity of the precinct
 - b. the scale and intensity of the activities will not have an adverse effect on the function and viability of the local centre within the Hobsonville Corridor precinct.

Built form

9. Promote principles of urban sustainability and excellence of urban form.
10. Require residential development to be of a scale and form that maintains adequate sunlight access to adjoining residential sites and avoids bulk and dominance effects.
11. Require residential development to achieve a high quality of on-site amenity by:
 - a. providing functional and accessible outdoor living spaces
 - b. controlling fence heights to provide a reasonable level of on-site privacy while enabling passive surveillance of the street and open space
 - c. requiring minimum side yards to allow for access to the rear of sites
 - d. controlling building coverage, impervious areas and minimum landscaped areas
 - e. applying design assessment criteria within sub-precincts to manage privacy effects
 - f. specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects
 - g. applying energy efficiency standards, water use efficiency standards and standards for use of rainwater for non-potable water.

Historic heritage and public open spaces

12. Apply controls which protect and enhance the precinct's historic heritage values, and amenity and character features.
13. Encourage recognition and protection of historic and Mana Whenua cultural heritage values in the framework plan and detailed design for the sub-precincts.
14. Provide for the establishment of public open space within the Catalina sub-precinct to recognise and protect the collective historic and cultural heritage, natural ecological and open space values of Bomb Point and the adjoining coastal marine areas, and to provide for public access to the coast and protected historic heritage features
15. Require the retention and adaptive re-use of the hanger building as part of the development of the Hobsonville Point Marine sub-precinct.
16. Provide for any identified historic heritage buildings and their surrounds, and heritage landscapes to be managed in accordance with a heritage management plan approved as part of a framework plan.
17. Require any new buildings to be sensitive to the location and scale of the existing heritage buildings and their surrounds.
18. Protect the natural values of, and public access to, the coast.
19. Require integrated, accessible and usable public open spaces to be provided within walkable distances for all residents.

Infrastructure

20. Require the construction of new roads as generally indicated on the Hobsonville Point precinct plan

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([precinct plan 1](#)) to achieve a highly interconnected pedestrian and roads system that provides for all modes of transport.

21. Require pedestrian and cycle links as generally indicated on the Hobsonville Point features plan ([precinct plan 2](#)) to allow for safe and efficient movements within the precinct.
22. Minimise the effects of off-site disposal of stormwater and wastewater through the use of sustainable infrastructure design.

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5.18 Huapai North

Precinct description

The Huapai North precinct applies to approximately 120ha of land on the northern edge of the Huapai township and bounded by the Kumeu River to the east and north, and is identified in the Huapai North precinct plan in [precinct plan 1](#). The precinct implements the Huapai North structure plan which brings together the Kumeu-Huapai-Waimauku structure plan 1998 and Kumeu-Huapai centre plan 2005.

The purpose of this precinct is to modify the Single House, Large Lot and Rural Production zone provisions to enable the development of a new residential neighbourhood at Huapai North. Residential densities are intended to reflect the capacity of planned (and now in place) infrastructure and to ensure that new subdivision and development respects the character of the older parts of the Huapai township.

The precinct is divided into four sub-precincts as shown in [precinct plan 1](#):

- Sub-precinct A covers land zoned Single House and provides for site sizes in the range of 450-600m². The sub-precinct encourages subdivision and development to proceed in accordance with a framework plan.
- Sub-precinct B also covers land zoned Single House and provides for site sizes in the range of 600-900m². It allows for up to 15 per cent of the area to have densities the same as Huapai North A, provided they are in accordance with a framework plan and are adjacent to public open space.
- Sub-precinct C covers land zoned Large Lot and allows minimum site sizes down to 1500m².
- Sub-precinct D covers land zoned Rural Production and provides for reserves within the zone. Development otherwise relies on the provisions in the Rural Production zone.

All new sites in sub-precincts A, B and C must be connected to a public reticulated sewerage system.

The precinct also includes:

- A road layout and proposed open space plan is shown in [precinct plan 1](#).
- Requirements for the preparation of a framework plan in framework plan areas 1 – 4 shown in [precinct plan 2](#).
- Stormwater hazard area as shown in [precinct plan 3](#).

Objectives

The objectives are as listed in the underlying Single House, Large Lot and Rural Production zones except as specified below:

1. Subdivision and development within Huapai North is designed and implemented in a comprehensive, efficient and integrated way.
2. The density and pattern of subdivision and development is compatible with the semi-rural character of the older parts of Huapai township.
3. Higher density subdivision and development is enabled around areas of public open space within easy walking distance of the Huapai town centre.
4. Public wastewater systems retain sufficient capacity to cater for subdivision and development (as indicated by site size controls) within the precinct and the other future urban areas existing in Huapai, Kumeu and Riverhead at 30 October 2012.
5. Land use and transportation planning are integrated.
6. Subdivision and development achieves a high standard of urban design in accordance with [Appendix 1](#) that respects the character of the older parts of the Huapai township.

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Policies

The policies are as listed in the underlying Single House, Large Lot and Rural Production zones except as specified below:

1. Encourage the preparation of framework plans to guide subdivision and development within Framework Plan Areas 1 to 4 in [precinct plan 2](#).
2. Encourage consultation with any other owners of land within a Framework Plan Area shown on [Precinct Plan 2](#) when preparing a framework plan.
3. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the Framework Plan Area, where a framework plan can only be prepared for part of the Framework Plan Area
 - b. any neighbouring land within the precinct.
4. Require roads and open space to be integrated and adhere to the indicative road and proposed reserve layouts in the Huapai North precinct plan.
5. Require a percentage of public open space to be fronted by public streets to provide a clear sense of public ownership, a high level of amenity for the public and a safe environment for users.
6. Provide for a progressive decrease in densities with distance from the Huapai town centre.
7. Provide for site sizes down to 1500m² in Huapai North sub-precinct C.
8. Require waterways and riparian areas to maintain and enhance the character, environmental values and amenity of the area.
9. All new sites in Huapai North sub-precincts A, B and C must be connected to a public reticulated wastewater system.
10. Require buildings and structures to be sited and designed in general accordance with the Huapai North Urban Design Guidelines in [Appendix 11.5.3](#).
11. Provide for reduced site sizes in Huapai North sub-precinct B where these are included in a framework plan for Framework Plan Areas 1 - 4 and are adjacent to a reserve.

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5.19 Kakanui Point

The objectives and policies of the underlying Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of the Kakanui Point precinct is to enable the continuation and expansion of the established sculpture park known as 'Gibbs Farm' by providing for the establishment of sculptures outside of identified overlay areas, and enabling related activities such as earthworks, public tours and events. The intention is to enable the continued development of the approximately 400ha property as an internationally acclaimed sculpture park.

The property is located at Barr Road, Kaukapakapa and adjoins State Highway 16. The underlying zoning of the precinct is the Rural Production zone. Parts of the precinct are identified as having high coastal natural character, and a coastal protection yard applies to the coastal edge and tributaries leading into the CMA. The property also adjoins the Araparera River marginal strip.

Objectives

The objectives are as listed in the Rural Production zone, in addition to those specified below.

1. The installation of artworks and related works associated with the continued operation and expansion of 'Gibbs Farm' as an internationally acclaimed sculpture park is enabled.
2. The installation of artworks and related works that avoid adverse effects on water quality, the CMA, heritage values, and identified areas of high coastal natural character are enabled.
3. The installation of artworks and related works that can demonstrate that the adverse effects of the activity can be avoided or managed are enabled.
4. Public tours and events associated with the use of the land for a sculpture park are facilitated.

Policies

The policies are as listed in the Rural Production zone, in addition to those specified below.

1. Enable the installation of artworks as a permitted activity where adverse effects on water quality, the CMA, heritage values, SEA's, and identified areas of high coastal natural character are avoided.
2. Enable the installation of artworks within the precinct and in the CMA adjacent to the identified precinct boundary, where the effects on the environment are determined to be acceptable through a resource consent process.
3. Recognise and provide for public events associated with the Kakanui Point Sculpture Park in a manner that avoids, or appropriately mitigates, adverse effects associated with traffic, parking and road access, signage, lighting and noise.
4. Require the provision of technical reports and/or management plans to demonstrate that the adverse effects of activities provided for by the Kakanui Point precinct will be avoided, or effectively managed so that they will not be more than minor.

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5.20 Kawau Island

The objectives and policies of the underlying Rural Production zone and Rural and Coastal Settlement zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Kawau Island is located off the east coast 8.4km from Sandspit and 1.5km south of the Tawharanui Peninsula. Significant elements contributing to the distinctive character of Kawau Island are:

- it is an island settlement
- the topography is generally hilly, often with steep land or cliffs
- the vegetative cover is highly modified, containing large areas of kanuka/manuka and areas of both planted and wilding pine forest, as well as being depleted of much ground level regeneration and plant life by the browsing and grazing habits of the wallaby population
- reliance by the community on sea based transport and access as an alternative to a road network
- concentration of almost all of the settlement on the sheltered western side of the island
- the majority of dwellings are sited close to the sea
- the rich and interesting history of the island, including Māori use, copper mining, time of Sir George Grey and the long maritime use of the sheltered harbours
- the presence of the Kawau Historic Reserve including Mansion House, comprising about 10 per cent of the island's area, and administered by the Department of Conservation.

The purpose of the Kawau Island precinct is to ensure the distinctive character of the island remains largely intact. This is in line with the non-statutory document Kawau Island Vision 2009.

The precinct comprises two sub-precincts to enable the distinction between the more densely settled area and the remainder of the island to be maintained.

Sub-precinct A applies to the most densely settled areas on the western side of the island, and sub-precinct B applies to the eastern side. Sub-precinct A enables a greater range of urban scale activities to be undertaken than in sub-precinct B.

Objectives

The objectives are as listed in the underlying zone except as specified below:

1. The distinctive character of the island is retained and protected from inappropriate subdivision, use and development.
2. The landscape, historic heritage and ecological values of the island are protected and enhanced.
3. Wallaby and possum populations on the island are controlled, and the ecology of the island re-established.

Policies

The policies are as listed in the underlying zone except as specified below:

All sub-precincts

1. Retain the distinctive character of the island, including through limiting the scale and intensity of subdivision, use and development that have an urban scale or nature.
2. Protect the ecological, historic heritage, visual amenity and landscape values of the island from

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inappropriate subdivision, use and development.

3. Avoid locating buildings and structures on ridges or other highly visible locations where they impact on the profile of the island.
4. Avoid the formation of roads and the introduction of motor vehicles to the island.
5. Recognise the importance of sea access while managing the number of wharves, jetties and other access structures by encouraging joint ownership, and/or joint access where appropriate, ensuring that new access structures are established only where there is a need, and by obtaining and requiring esplanade reserves, esplanade strips and access strips.
6. Avoid activities that may adversely affect the natural functioning of coastal processes occurring around the island.
7. Encourage the control of wallaby and possum populations.
8. Allow for the differential treatment of residential and tourism/commercial development between that area where most residential development has already occurred and the remainder of the island through the use of different sub-precincts.

Sub-precinct A

9. Limit subdivision to the creation of sites suitable for low intensity residential development, and for tourism/commercial developments having minor adverse effects on the environment.

Sub-precinct B

10. Limit the creation of residential sites with respect to position, number and size so as to avoid destruction of significant native bush and other natural features.
11. Limit activities which would require bush removal or the formation of public roads.

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5.21 Kumeu

The objectives and policies of the underlying Town Centre, Single House and Large Lot zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Kumeu precinct applies to properties adjacent to the Kumeu Village and extends from State Highway 16 to the Kumeu River. The purpose of the precinct is to enable the establishment of a town centre to serve the Kumeu-Huapai area with a strong commercial core and associated residential and recreational areas.

The precinct provisions require good urban design outcomes, an appropriate level of amenity, and provide for a mix of activities while recognising the particular opportunities and constraints of the floodway alongside the Kumeu River.

The precinct is divided into the following sub-precincts, as identified on the Kumeu [Precinct Plan 1](#).

Sub-precinct A

This area is to primarily accommodate large format retail to act as a transition between industrial activities to the west and the commercial/retail core of the town centre.

Sub-precinct B

This area is the commercial/retail core of the town centre. Residential activities above ground level are encouraged to increase the town centre's vitality.

Sub-precinct C

Single dwellings or multiple units will occur in this area.

Sub-precinct D

This area is defined by the Kumeu River floodway. Part of the area is also traversed by high voltage transmission power lines. The river provides a high level of amenity for residents and visitors.

The underlying zoning for sub-precincts A and B is Town Centre zone, the underlying zoning for sub-precinct C is Single House, and the underlying zoning for sub-precinct D is Large Lot.

Activities and the development of buildings are restricted in sub-precincts B, C and D prior to the approval of a framework plan by the council. This will ensure the town centre has a high standard of urban design and amenity values. Development within sub-precinct A does not require a framework plan.

The precinct provisions require development in sub-precincts B and C to integrate visually and functionally with sub-precinct D.

An 'adjustable' boundary is provided between sub-precincts B and C, enabling some flexibility to the activities that can be undertaken in these sub-precincts.

Objectives

The objectives for the sub-precincts are as listed in the Town Centre zone (sub-precincts A and B), Mixed Housing Urban zone (sub-precinct C) and Rural Production zone (sub-precinct D) except as specified below.

1. A comprehensively developed town centre is developed adjacent to the existing Kumeu Village.
2. The composition of the town centre encompasses a range of facilities and services required to serve the needs of the surrounding population.
3. A range of retail types and formats typically found in and around town centres is provided for.

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4. A range of residential dwelling types in the precinct is established.
5. Kumeu River is recognised as a valuable asset with potential to contribute to the amenity of the local centre.
6. Stormwater flows are managed across and through the precinct.
7. Adverse effects on the quality of water in the Kumeu River are avoided.
8. Safe and efficient access onto State Highway 16 is maintained.
9. Reverse sensitivity effects arising from the location of sensitive activities adjacent to the mixed use business zone, within a high voltage electricity corridor, or close to State Highway 16 are avoided.
10. Adverse effects on existing and planned infrastructure and services is avoided, remedied or mitigated.
11. Streets, buildings, parking areas and public open spaces address the principles of good urban design.

Policies

The policies for the sub-precincts are as listed in the Town Centre zone (sub-precincts A and B), Mixed Housing Urban zone (sub-precinct C) and Rural Production zone (sub-precinct D) except as specified below.

1. Develop the town centre in accordance with the Kumeu Precinct Plan and approved framework plans.
2. Encourage the development of framework plan for sub-precincts B, C and D prior to subdivision or development with the sub-precinct to ensure that the sub-precinct is developed in a co-ordinated, comprehensive and integrated manner.
3. Encourage consultation with any owners of land within a sub-precinct, and any neighbouring sub-precinct, when preparing framework plan.
4. Require the framework plan to demonstrate the interrelationship and future integration with other land within the sub-precinct and precinct, particularly where a framework plan is only prepared for part of a sub-precinct.
5. Develop large-format retail in sub-precinct A which require road access and/or yards for outdoor display of merchandise.
6. Develop sub-precinct B between State Highway 16 and the Kumeu River to:
 - a. integrate new buildings with the existing Kumeu village and river
 - b. incorporate a range of commercial activities that are compatible with residential activity.
7. Maintain sub-precinct D as a floodway with the potential to use it for active or passive recreation.
8. Enable a range of residential housing types in sub-precincts B and C to accommodate prospective residents of the town centre.
9. Create linkages between sub-precincts B and C to the Kumeu River.
10. Require streets, buildings, parking areas and public open spaces to address the principles of good urban design, and to provide a high level of amenity and a safe environment.
11. Locate buildings and design the proposed internal street layout to consider indicative connections to the west and east shown on the Kumeu precinct plan.
12. Avoid or mitigate reverse sensitivity effects associated with residential development adjacent to mixed use business zoned land by:
 - a. controlling the location of activities
 - b. the treatment of the interface between sub-precincts
 - c. the design of subdivision and buildings.

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13. Carry out subdivision and land use activities in a manner which has regard to the management of stormwater.
14. Require activities to avoid, remedy or mitigate adverse effects on the safety and efficiency of the operation of State Highway 16 arising from the provision of access to the precinct.
15. Avoid adverse effects on activities from the high voltage transmission lines that cross the precinct.

5.22 Leigh Marine Laboratory

The objectives and policies of the underlying Rural Coastal zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Leigh Marine Laboratory precinct applies to approximately 60ha of land on the northern side of Cape Rodney Road extending to the shoreline of the Cape Rodney - Okakari Point Marine Reserve. The land is owned and administered by the University of Auckland.

The purpose of the precinct is to allow for the continued operation of the teaching and research facilities of the Leigh Laboratory and its ancillary accommodation. There is potential for future development of facilities around the existing buildings located in the northwest corner of the precinct, with access from Goat Island Road. The remainder of the area within the precinct is predominantly in pasture, but also contains some significant bush.

Objectives

1. Development and operation of tertiary education and marine research facilities at Leigh is enabled.
2. The landscape character and quality of the coastal environment within the precinct is protected.
3. Adverse effects of laboratory and ancillary activities on adjoining sites are avoided, remedied or mitigated.

Policies

1. Limit activities to education and marine research facilities and accessory activities to maintain the current function of the precinct.
2. Provide for activities and development identified on the precinct plan.
3. Control the location and design buildings and structures so that:
 - a. adverse visual effects on the coastal environment are avoided, remedied and mitigated
 - b. they do not visually intrude on any significant ridgeline, the skyline, or landscape values when viewed from the public realm
 - c. adverse effects on adjoining sites, particularly the Leigh Recreation Reserve, are avoided, remedied or mitigated.
4. Require the scale and form of buildings and structures, including their colour and materials, to complement the existing rural character of the land surrounding the precinct.

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5.23 Long Bay

The objectives and policies of the underlying Local Centre, Mixed Housing Suburban, Large Lot, Single House, Terrace Housing and Apartment Building, Public Open Space Informal and Conservation zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Long Bay precinct is located at the northern end of the East Coast Bays on the North Shore. The precinct covers approximately 360 ha of land held in multiple ownership and incorporates the following significant natural and physical resources:

- The outstanding landscapes and natural character of the coastline north of Vaughan Stream.
- The high ecological and amenity value of the Vaughan Stream catchment and coastal receiving waters of the Long Bay-Okura Marine Reserve.
- The Long Bay Regional Park, a regionally important area of high recreational and landscape value.
- An area of national heritage value on the Awaruku headland.
- A number of native vegetation areas of ecological value.

The purpose of the precinct is to develop a new community on greenfield land in accordance with a land use strategy shown on [Precinct Plan 1](#) that uses an integrated, sustainable low impact approach that protects and enhances the high ecological and amenity value of its receiving environment.

Long Bay is divided into two main development areas shown in [Precinct Plan 3](#):

- The upper valley consisting of moderate to steep topography closely oriented to the Vaughan Stream corridor and important tributary waterways and areas of native vegetation where low-density development can occur in association with revegetation.
- The lower valley which covers the more open landscapes associated with the wider valley area where more intensive urban development is enabled.

The Lower Valley is further divided into four development areas:

- North Vaughans
- Vaughan Flats
- Awaruku
- Glenvar

Framework plans are encouraged to provide for co-ordinated development and infrastructure in these development areas.

The Vaughan Stream catchment is divided into stream protection areas A & B (shown on [Precinct Plan 1](#), 3 and 5 based on the ecological values of stream tributaries, their sensitivity to the adverse effects of development and their contribution to the sustainability of the Vaughan Stream.

The landscape, natural and cultural heritage values of Long Bay shown on [Precinct Plan 4](#) are protected and managed through five protection areas and three management areas:

- Piripiri Point Protection Area
- Park Interface Protection Area
- Vegetation – Conservation Area

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- Vegetation– Restoration Area
- Heritage Management Plan Area
- Ecology / Stormwater Management Area
- Landscape Enhancement Area
- Stream Interface Management Area

Ridgeline protection and riparian margins are shown on [Precinct Plan 5](#) which include the following features:

- ridgeline height control and spot heights
- park interface viewpoints and visibility line “z-z”
- streams
- bulk earthwork design contours

There are also development controls that relate to these matters.

There are eight sub-precincts in the Long Bay precinct shown on [Precinct Plan 2](#) as follows:

- Sub-precinct A - Area 1 and 2
- Sub-precinct B
- Sub-precinct C - Area 1 and 2
- Sub-precinct D
- Sub-precinct E - Area 1 and 2
- Sub-precinct F
- Sub-precinct G
- Sub-precinct H

The underlying zoning of sub-precinct A Area 1 and 2 is the Large Lot zone. The underlying zoning of sub-precinct B is the Single House Suburban zone and the underlying zoning of sub-precinct C Area 1 and 2 is the Mixed Housing zone. The underlying zoning of sub-precinct D is the Terraced Housing and Apartment Building zone.

Sub-precinct E Area 1 and Area 2 has an underlying zoning of Local Centre. Sub-precinct F has an underlying zoning of Public Open Space Informal (for stormwater and open space) and the underlying zoning of sub-precinct G is Public Open Space Conservation (for heritage). The underlying zoning of Sub-precinct H at Piripiri Point is the Large Lot zone.

The Heritage Management Plan Area in Long Bay sub-precinct G, including the two existing dwellings and their curtilage, are identified in [Precinct Plan 6](#).

Objectives

The objectives are as listed in the underlying zones outlined in the precinct description except as specified below:

General

1. A new community is created in an integrated and sustainable way that protects and enhances the

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natural environment .

2. The nationally significant heritage values and associated landscape character of the Awaruku headland and seaward end of the Awaruku Ridge are protected and enhanced.
3. The outstanding landscapes and natural character of the coastal environment bounded by Homestead Spur, Grannys Ridge and Piripiri Point Ridge areas within the North Vaughans area, as seen from within the Long Bay Regional Park and Piripiri Reserve are protected from land use development and subdivision.
4. The recreational amenities, landscape values and ecological systems of Long Bay Regional Park are protected and enhanced.
5. The water quality, level and flows, habitat values and fauna of the Vaughan Stream and its tributaries and waterways are protected and enhanced, and the adverse effects of sediment discharges to the stream, Long Bay Beach and the Long Bay Ōkura Marine Reserve and wider Hauraki Gulf are minimised to limit effects on their ecological, amenity and recreational values.
6. The water quality, habitat values and fauna of the Awaruku Stream are improved and the adverse effects of sediment discharges on Long Bay Beach and the Long Bay Ōkura Marine Reserve are reduced.
7. Native vegetation remnants and habitats are protected from subdivision, use and development and native bush areas are enhanced and connected over time to form linked ecological areas.

Long Bay Sub-precinct A

8. Large Lot development is developed in the upper valley and is rural residential in character with bush areas enhanced and connected over time.
9. Large Lot residential development is provided for in the limited areas where slope and landform do not preclude buildings while protecting and enhancing natural vegetation (Long Bay sub-precinct A Area 1).
10. Rural-residential development is provided for while protecting and enhancing the special landscape and environmental values of the steeper areas of the catchment (Long Bay sub-precinct A Area 2).

Long Bay Sub-precinct B

11. Singlehouses are provided in the North Vaughans, Awaruku and Glenvar areas with some higher intensity integrated housing fronting main roads and reserves in the North Vaughans and Awaruku areas.

Long Bay Sub-precinct C

12. A mixture of single and mixed housing is provided on the northern slopes of the Awaruku ridge and North Vaughans slopes (Long Bay sub-precinct C Area 1).
13. A mixture of single and mixed housing is provided to the north of the Awaruku ridge with single houses to the south of the Awaruku Ridge where it adjoins the heritage protection area in the Long Bay Regional Park (Long Bay sub-precinct C Area 2).

Long Bay Sub-precinct D

14. Terraced housing and apartment buildings are provided in close proximity to the village centre and open space areas located in the Vaughan's Stream corridor.

Long Bay Sub-precinct E

15. A quality, compact village centre is developed as a focal point for the local community and integrated

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with the natural character and amenity of the Vaughan Stream corridor. (Long Bay sub-precinct E Area 1 and 2).

Long Bay Sub-precinct F

16. Stormwater treatment areas, infrastructure and open space are constructed to maintain and enhance the water quality, ecological values and natural landscape of the Vaughan Stream corridor, the Long Bay/ Okura Marine Reserve and Hauraki Gulf in recognition of the visual amenity the corridor provides.

Long Bay Sub-precinct G

17. The significant historic heritage and heritage landscape on the headland of the Awaruku Ridge overlooking the Long Bay Regional Park are protected.

Long Bay Sub-precinct H

18. The outstanding natural landscape values of Piripiri Point and the amenity values of the Long Bay Regional Park and Piripiri Reserve are protected.

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Policies

The policies are as listed in the underlying zones outlined in the precinct description except as specified below:

General

Stormwater Management

1. Apply a low impact, treatment train approach including:
 - a. limitations on landform modification and impervious cover;
 - b. on-site stormwater mitigation measures for development, roads and accessways and retention of streams and waterways;
 - c. provision of catchment-wide facilities like wetlands.
2. Within the Stream Protection A area:
 - a. Require all streams, waterways and their riparian margins to be retained in their natural state.
 - b. Require existing stormwater overland flow paths to be identified and protected from site works, subdivision and/or development.
 - c. Require imperviousness to be limited to no more than 15 per cent in Long Bay sub-precinct A and 50 per cent in Long Bay sub-precinct B with sites sizes to be at least 600m² in Long Bay sub-precinct B area.
 - d. Require development to incorporate on-site stormwater mitigation measures and to mitigate adverse water quality and quantity effects from the following areas of impervious surfaces:
 - i. Long Bay Sub-Precinct A, 100 per cent of impervious surfaces.
 - ii. Long Bay Sub-Precinct B (Glenvar area) and stream catchment 1C, 100 per cent of impervious surfaces.
 - iii. Long Bay Sub-Precinct B, all other stream catchments, 80 per cent of impervious surfaces.
 - e. Manage the quality of discharged stormwater by removing, on-site, a minimum of 75 per cent of total suspended solids on a long term average basis from the percentage of impervious areas listed in (i) and (ii) above.
 - f. Require no off-site wetlands or ponds to be created in the Stream Protection A Area except for the treatment of road run off from the steeper sections of Glenvar Ridge Road, where grades are greater than 8 per cent.
3. In the Stream Protection B Area:
 - a. Require the main channels of the Vaughan and Awaruku Streams to be retained in their current state. Allow secondary waterways to be modified (stream 1B) or removed (except stream 2); and
 - b. Require overland flow paths to be identified and protected, post development; and
 - c. Provide a range of housing types relative to site sizes and impervious cover; and
 - d. Require development to be designed so that stormwater run-off is mitigated before it enters the Vaughan and Awaruku Streams.
4. Require stormwater treatment devices, utilising the best practicable option, within the road reserve and accessways to mitigate the effects of the majority of stormwater generated by the road or accessway.
5. Require the riparian margins of the Vaughan and Awaruku Streams (identified on [Precinct Plan 5](#)) generally to be kept free of development and earthworks and to be made stock proof and replanted with suitable native vegetation at the time of subdivision.
6. Limit development in the 100 year flood plain to infrastructure that cannot be located elsewhere.

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7. Require stormwater retention and treatment facilities to be designed to retain the ecological values in and along the Vaughan and Awaruku Streams. These areas must be landscaped to add additional habitat (e.g. wetlands).

Protection and Management Areas

8. Protect and enhance the historic heritage values, landscape and natural character of the Awaruku headland and the seaward end of the Awaruku Ridge by way of a heritage protection sub-precinct G, a protective covenant and a Heritage Management Plan.
9. Provide for the avoidance of adverse effects of development on the significant natural resources and important features by the use of protection and management areas.

Sediment/Earthworks

10. Require the control of sedimentation on the receiving environment by limiting the area of land exposed at any one time (30 hectares total of bulk earthworks and permitted earthworks) across the whole of the precinct; and enhanced sediment control measures.
11. Require allocation of the 30 hectare limit between the sub-precincts in the Stream Protection A and B areas to be on the basis of the proportion of likely total earthworking within each sub-precinct as follows:
 - a. Small scale earthworks are expected to amount to no more than two hectares in total across the whole precinct area; and
 - b. No more than seven hectares of land may be exposed at any one time in Long Bay sub-precinct A with no ability to exceed this limit in an earthworks season; and
 - c. Up to 21 hectares may be exposed at any one time in Long Bay sub-precincts B to G, with this extended to 28 hectares where the seven hectare allocation for Long Bay sub-precinct A has not been taken up in an earthworks
12. Limit the volume and footprint of earthworks within the Stream Protection A area to avoid changes to landforms, waterways and changes in hydraulic response resulting from compaction of soils during earthworks.
13. Provide for bulk earthworks in the Stream Protection B area in accordance with the bulk earthworks plan shown on ([Precinct Plan 5](#)).
14. Require all earthwork/geotechnical devices generally to be kept clear of the Vegetation – Conservation areas and riparian margins.
15. Require a Lizard Conservation Management Plan for the relocation of lizards prior to any earthworks beginning.

Upper Valley

16. Prohibit earthworks and structures (except those associated with revegetation and fencing) in the Landscape Protection Area between the catchments of stream 1C and 1D up to the steeper land above the headwaters of stream 1D and set this land aside for revegetation at the time of subdivision.
17. Require revegetation on subdivision and development of the land to the north of the escarpment covered by the Landscape Enhancement Area on the northern side of Vaughan Stream
18. Enable development of sites in the Ecology/Stormwater Management Area provided sites are located outside of riparian margins and do not result in clustering of development and is subject to replanting requirements.

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19. Require the extension of existing areas of native bush in the Ecology/Stormwater Management Area on subdivision and development to create over time an ecological corridor linking the lower valley.
20. Require on site wastewater disposal systems as an interim solution, for development that proceeds ahead of the trunk wastewater network and require any such development to connect to the trunk wastewater network once it becomes available.

Lower Valley

21. Encourage framework plans for development in the Stream Protection B Area identified in [Precinct Plan 3](#) in accordance with the overall direction of the land use strategy shown on [Precinct Plan 1](#).
22. Require proposed roads to be in accordance with the roads shown on [Precinct Plan 1](#), 4 and 5, and allow for variations in alignment (up to 20 metres of the centre line of the alignment shown on the precinct plans), based on final earth working and site layout, except for the Proposed Road within the Long Bay sub-precinct C Area 2 and Long Bay sub-precinct G.
23. Prevent minor household units in Long Bay sub-precinct A (Upper Valley), but enable minor household units in the following locations;
 - a. Sites greater than 1000m² in the Long Bay sub-precinct B
 - b. Within the Long Bay sub-precincts C Area 1 and D, minor residential units should be incorporated into garages that overlook rear access lanes
24. Require a 10 metre set back to be provided on the 370 metre section of Vaughans Road shown on [Precinct Plan 4](#).
25. Require a riparian margin and Ecology/Stormwater Management Area to be maintained on Stream 1B or any re-alignment of it.
26. Require a Stream Interface Management Area to apply to both sides of the riparian margin with development to provide for public access and informal surveillance of the stream.
27. Provide for subdivision and development in the North Vaughans area, excluding any subdivision or development in the Long Bay sub-precinct H, to proceed once agreement has been reached with the council as to the timing and funding of the Vaughan Stream road crossing.
28. Retain a largely open character in the land on the southern side of the Vaughan Stream outside of the floodplain within the Stream Interface Management Area and underlying land of Long Bay sub-precincts C Area 1 and E Area 2, by requiring buildings and development to occupy no more than 40 per cent of the Glenvar Ridge Road frontage of the Stream Interface Management Area within the Long Bay sub-precinct C Area 1.
29. Provide high quality built edge developments to the Vaughan corridor that supports a safe and attractive open space area on the northern side of Vaughan Stream within the Stream Interface Management Area, and underlying land of Long Bay sub-precinct C Area 1 and sub-precinct D by requiring;
 - a. A shared pedestrian and vehicle lane to front the majority of the stream corridor, at least to the extent of the Long Bay sub-precinct D frontage, west of Vaughans Road extension.
 - b. Development to be designed to address and overlook the lane and in turn the stream corridor.
 - c. The shared lane to have a carriageway design that slows traffic speeds and mixes pedestrian and cycle use.

Long Bay Sub-precinct A

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30. Require a minimum subdivision size of two hectares and enable smaller site sizes where existing areas of native vegetation are protected from development and minimal land modification will occur.
31. Require development to contribute to revegetation and the extension and linking of existing bush areas for stormwater mitigation, ecological and landscape enhancement purposes.
32. Require full (100 per cent) on-site mitigation of stormwater.
33. Require esplanade reserves and strips for the section of Vaughan Stream where provided for by the Resource Management Act and the Unitary Plan.

Long Bay Sub-precinct A Area 1

34. Require the location of subdivision and development on land of gentle to moderate slope and adjacent to existing roads and accessways.
35. Require development to consist of a single dwelling and avoid a continuous band of housing along Vaughans Road and be separated from other development, rather than clustered.
36. Permit site sizes down to a minimum of 2,500m², provided that:
 - a. Development sets aside and protects areas of native bush from further development keeping it free from stock, weeds and pests; and
 - b. Earthworks to create building sites and accessways will not disturb more than an average of 2000m² per site in any subdivision.

Long Bay Sub-precinct A Area 2

37. Confine development (including accessways) to existing cleared areas, and where building sites and driveways can be constructed in a way that does not require substantial earthworks or modification of the landform.
38. Permit a minimum site size of 5000m² provided that native vegetation areas are protected and the presence of accessways and stable building platforms mean that only limited earthworks are required (generally less than an average of 2000m² per site).
39. Recognise in other cases, larger minimum sites sizes will be needed.

Long Bay Sub-precinct B

40. Provide for two storey single housing to ensure that a suburban character is retained, except for areas identified for integrated housing on a framework plan and for sites of 1000m² or more where a minor household unit may be provided.
41. Enable a limited range of integrated housing provided that:
 - a. Such housing is located along proposed (main) roads or fronts reserves (public or private) of at least 2000m² in area; and
 - b. The number of dwellings to be provided does not exceed 20 per cent of the total number of dwellings within the relevant development area.
42. Limit development of integrated housing in the North Vaughan's area to the following areas:
 - a. South and west of the Vaughans Road extension below the 50 metre contour line and
 - b. North and east of Vaughans Road extension, no further than 30 metres east of the eastern side of Vaughans Road extension and below the 40 metre contour line.
43. Require land in the North Vaughans area of Long Bay sub-precinct B to be contoured so that no buildings or structures:

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- a. To the east of the Vaughans Road extension (as shown on [Precinct Plan 1](#)), are visible from the Long Bay Regional Park, when viewed from the Grannys Bay catchment, and from Piripiri Reserve, and
 - b. To the north of Vaughans Road extension (as shown on [Precinct Plan 1](#)) when viewed from the northern part of the Grannys Bay catchment, and from Piripiri Reserve.
44. Require the finished ground level of earthworks across the gully located between the Vaughans Road extension shown on the [Precinct Plan 1](#) and Homestead Spur, within the North Vaughans area, is to be a minimum of six metres below the crest of the Homestead Spur to ensure an appropriate buffer to the Long Bay Regional Park.
45. Avoid modification of the existing contours of the crest of Homestead Spur below the 40 metre contour line.
46. Require the Park Interface Protection Area shown on the [Precinct Plans 1 and 4](#) to be provided at the time of subdivision or earthworks.
47. Require within the Park Interface Protection Area:
- a. The existing ridgeline, augmented where necessary and contoured in a natural form, to be in accordance with the Ridgeline Height Control shown on [Precinct Plan 5](#) unless it can be demonstrated that a different ridgeline design meets the requirements of Policies 4, 5 and 6 above
 - b. No earthworks outside of the bulk earthworks footprint shown on [Precinct Plan 5](#)
 - c. No buildings, structures, earthworks or development on the crest, and the eastern and northern side of the Ridgeline Height Control shown on [Precinct Plan 5](#), except for rural type, post and wire fences and revegetation
 - d. No buildings other than accessory buildings on the southern and western side of the Ridgeline Height Control shown on [Precinct Plan 5](#).
 - e. Any accessory buildings, structures and development on the southern and western side of the Ridgeline Height Control shown on [Precinct Plan 5](#) not to be visible when viewed from the Long Bay Regional Park within the Grannys Bay catchment and from Piripiri Reserve.
 - f. All associated earthworks to retain the structural integrity of the ridgeline.
 - g. A consistent and sustainable approach to the design, planting and on-going management of this Park Interface Protection Area must be put in place at the time of subdivision.
48. Enable a limited amount of single house development in the North Vaughans area in the catchment of stream 1C.
49. Require development in the North Vaughans area in the catchment of stream 1C be confined within 120 metres (along Vaughans Road frontage) of the boundary between the Stormwater Protection A and B Areas and to the north of the stream 1C Ecology/Stormwater Management Area as shown in [Precinct Plan 1](#).
50. Require single house development in the Glenvar area and avoid integrated housing to reflect the location of this area in Stream Protection A area.
51. Mitigate 80 per cent of stormwater runoff in the Stream Protection A area on-site, except in the catchment of stream 1C where development is to mitigate 100 per cent of stormwater run-off on site.
52. Reflect the operational requirements of the Ministry of Education by allowing the proposed Glenvar Ridge Road to be built in stages, if required. Its alignment may vary from that depicted to provide for school development.
53. Require esplanade reserves and strips along stream 3, where provided for by the Resource

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Management Act and the Unitary Plan.

Long Bay Sub-precinct C - Area 1 and Area 2

54. Provide for terraced housing and low rise apartments up to three storeys in height and some single houses on small sites with an average density of housing across the sub-precinct of approximately one unit per 250 m².
55. Provide a landmark building at the south eastern edge of the Long Bay sub-precinct C Area 1 on the north western corner of Beach Road extension and the proposed road connecting Beach Road extension to Ashley Avenue, in proximity to Long Bay College.
56. Enable the landmark building referred to in policy 55 above to be up to four storeys in height and have a local retail function addressing the street.
57. Require the landmark building referred to in policy 2 above to be designed to provide a high quality and distinctive entrance statement to this more intensive section of the urban area.
58. Provide mixed housing in Long Bay sub-precinct C Area 2 to the north of the Awaruku Ridge on the boundary of Long Bay sub-precinct G. Gaps are to be created between groups of attached housing to provide for views into and across Long Bay sub-precinct G.
59. Develop two storey, single houses in Long Bay sub-precinct C Area 2 to the south of the Awarurku Ridge.
60. Fencing and retaining walls along the edge of Long Bay sub-precinct C Area 2 and Long Bay sub-precinct G should be designed to provide a consistent treatment that is sympathetic to the values of Long Bay sub-precinct G.

Long Bay Sub-precinct D

61. Allow for terraced housing and apartment buildings development up to four stories in height recognising that the average density of development across the sub-precinct is expected to be more than one unit per 100m².

Long Bay Sub-precinct E

62. Require development to be up to four storeys in height that forms a continuous frontage to all streets and plazas within Long Bay sub-precinct E Area 1.
63. Limit large floorplate retail activities to one store in excess of 500m² GFA within Long Bay sub-precinct E Area 1, to ensure that the centre develops as a mixed use centre.
64. Allow apartments (except at ground floor level fronting main streets) and small scale workplaces to locate in Long Bay sub-precinct E Area 1 so that a mixed use focal point for the community is created. Residential development is to be above ground on the main street frontages.
65. Restrict service station development in sub-precinct E Area 1 and 2 due to their adverse effects on amenity, and the small size of the centre.
66. Require development in Long Bay sub-precinct E Area 2 to consist of one to two storey development set within an open landscape that integrates with the natural character and open space values of the adjoining Vaughan Corridor.

Long Bay Sub-precinct F

67. Avoid residential and commercial development and provide only for stormwater treatment facilities and associated access, water and wastewater services. Bridges, footpaths and cycleways are also

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appropriate.

68. Place infrastructure where areas of ecological significance are avoided and landscape mitigation measures are proposed and underground, except for pedestrian / cycle and road bridges.
69. Avoid modifications to the bed and banks of the Vaughan Stream by earthworks or structures except for three crossings: one road bridge and two pedestrian/cycleway bridges, which may double as a wastewater, water and stormwater pipe crossing, and any works associated with the realignment of Stream 1B.
70. Require the riparian margin shown on [Precinct Plan 5](#) to be planted in native vegetation according to an approved planting plan, apart from proposed walkways, trails and recreational areas shown on an approved framework plan.
71. Ensure when site works, subdivision or development occur within the Vaughan Stream Corridor, the landowner is responsible for planting the land from the edge of the Vaughan Stream to the top of the bank and at least 5m beyond on either side and that particular care is taken with the ecological and landscape design of the interface with the Long Bay Regional Park.
72. Require the whole of the riparian margin in Long Bay sub-precinct F, as shown on [Precinct Plan 5](#) to be vested in council at no cost.
73. Recognise that vesting of the riparian margin in Long Bay sub-precinct F is for stormwater management purposes, including wetlands and perimeter planting and is to be managed for ecological and where practicable, recreational purposes.
74. Require land within Long Bay sub-precinct F outside the riparian margins to be landscaped and developed primarily for stormwater management and informal recreational purposes where appropriate, in accordance with any approved framework plan.
75. Vest land within Long Bay sub-precinct F in the council for stormwater purposes upon the completion of this work, at no cost to the council and in lieu of the taking of esplanade reserves along Vaughan Stream within Long Bay sub-precinct F.
76. Recognise vesting of Long Bay sub-precinct F may be carried out in stages in accordance with the staged approach to subdivision.

Long Bay Sub-precinct G

77. Require the transfer of Long Bay sub-precinct G, excluding the two existing dwellings and their curtilage, as identified in [Precinct Plan 6](#), to the council prior to any framework plan involving land in Long Bay sub-precinct C Area 2 being approved.
78. Ensure sub-precinct G excludes the proposed road to the Regional Park.
79. Require a protective heritage covenant under the Historic Places Act 1993 be entered into by the landowners of Long Bay sub-precinct G and the Historic Places Trust for the long term protection, conservation and maintenance of the historic heritage and landscapes in the sub-precinct.
80. Require a Heritage Management Plan, for the heritage management area shown on [Precinct Plan 4](#), to be prepared and approved by the council in consultation with the New Zealand Historic Places Trust and the adjacent landowners.
81. Require the heritage management plan to outline how the historic heritage resources of the area are to be protected and the heritage landscape maintained.
82. Ensure prior to any earthworks in the Awaruku Development Area, a temporary management plan including matters related to fencing, planting, weed management, vehicle use and stocking regime, is put in place to avoid adverse effects to Long Bay sub-precinct G.

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83. Design new structures within the sub-precinct (as defined in the Heritage Management Plan) so that they are unobtrusive in character and effect.
84. Retain existing structures (including repairs and maintenance of them) in their current scale, character and form.
85. Limit activities in sub-precinct G to passive recreational activities, public educational and interpretive functions and grazing of light stock (preferably sheep) as detailed in the heritage management plan.
86. Require design of accessways, pathways and farm type post and wire fencing to avoid adverse effects on the heritage landscape and resources.
87. Require planting and landscaping (including revegetation of the margins of stream 2) to be carefully designed to avoid disturbance of any archaeological sites.
88. Provide for a road at the northern end of the sub-precinct, 30m or more from site R10/1078, to provide access to the Long Bay Regional Park.

Long Bay Sub-precinct H

89. Require the Piripiri Point land to remain in one title, unless division is required for public road access or reserve purposes.
90. Recognise the land in Long Bay sub-precinct H is subject to the Piripiri Point Protection Area. A nominated house site for the sub-precinct is shown on [Precinct Plan 1](#) and development in this site is subject to the provisions of the Large Lot zone.
91. Limit activities to grazing, pastoral farming and indigenous revegetation.
92. Prevent intensive rural activities that involve structures (such as shade houses, glass houses, piggeries, poultry sheds, packing sheds, kennels and the like), forestry and any commercial activities (such as camping grounds and outdoor recreation).
93. Prevent buildings or structures of any sort (including tennis courts, helipads, swimming pools, and the like) from being located within the Piripiri Point Protection Area and require accessory buildings for pastoral activities and structures associated with domestic activities to be located outside of this protection area.
94. Limit fencing and accessways to normal farm type post and wire fences and unpaved tracks.

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5.24 Martins Bay

The objectives and policies of the underlying Rural and Coastal Settlement zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Martins Bay precinct is located on Scandrett Road, adjacent to Martins Bay beach and the entrance to the Scandrett Regional Park. The underlying zone for the precinct is Rural and Coastal Settlement.

The purpose of the precinct is to maintain and enhance existing development and character of this unique coastal bach settlement. The key feature of the area is the informality of development with unformed driveways and car parking areas. A maximum of 58 dwellings is provided for and new dwellings will require resource consent and will be subject to controls to maintain the scale of the coastal landscape character and the integrity of the upper slopes. The precinct also provides for the establishment of an esplanade reserve that includes the trees running along the foreshore of the site and for a significant area of communal open space to be maintained.

Objective

The objectives are as listed in the Rural and Coastal Settlement zone in addition to those specified below:

1. Landscape and natural character values of Martins Bay are protected.
2. The unique character of the coastal bach settlement is maintained and enhanced.

Policy

The policies are as listed in the Rural and Coastal Settlement zone in addition to those specified below:

1. Locate and limit the visual impact of buildings, roads and earthworks to retain landscape values in Martins Bay.
2. Locate and limit the visual impact of buildings, roads and earthworks to maintain and enhance the unique character of the coastal bach settlement.

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5.25 Matakana 1

Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Matakana 1 precinct consists of land within and close to Matakana Village, and which is generally accessed via Matakana Road, Matakana Valley Road and Leigh Road.

- The purpose of the Matakana 1 precinct is to give effect to the Matakana Village Sustainable Development Plan (MVSDP), which was adopted in June 2006. The MVSDP identifies local community aspirations and values, and sets out a land-use approach for different areas in and around Matakana. The precinct gives effect to the MVSDP by providing for activities that specifically relate to the unique characteristics of the village.

To manage the variations in land uses and development controls which affect the sites subject to these underlying zones, there are four sub-precincts and one management area located in the Matakana 1 precinct.

- Sub-precinct A: This sub-precinct allows greater flexibility around the number of persons involved in visitor accommodation, and introduces new matters for discretion and assessment criteria relating to visitor accommodation. The underlying zone for this sub-precinct is the Countryside Living zone.
- Sub-precinct B: This sub-precinct provides greater flexibility around the permitted number of people involved in visitor accommodation, and also enables integrated dwellings within 200m of a Local Centre zone to allow for a range of living options. The underlying zone for this sub-precinct is the Single House zone.
- Sub-precinct C: The purpose of this sub-precinct is to provide for light industrial activities which service the local catchment. The underlying zone for this precinct is the Light Industry zone.
- Sub-precinct D: The purpose of this sub-precinct is to ensure that a pedestrian friendly environment is maintained. New objectives and policies have also been introduced which seek to protect and enhance the rural village character of the sub-precinct. The underlying zone for this precinct is the Local Centre zone.
- Management Area 1: This management area addresses the erection of buildings, earthworks and subdivision in flood prone areas and seeks to ensure that these activities do not adversely affect overland flow paths, or other stormwater runoff patterns which may exacerbate flooding. This management area is located across the various underlying zones of the Matakana 1 precinct. The Management Area is identified in on Precinct Plan 1 in the map diagrams.

Objectives

The objectives in sub-precincts A and B are as listed in the relevant underlying zones.

The objectives in sub-precinct C are as listed in the Light Industry zone except as specified below:

1. Development in the Matakana 1 precinct that is appropriate to and blends in with the surrounding streetscape in relation to building height, scale, bulk, materials and finishes is encouraged.

The objectives in sub-precinct D are as listed in the Local Centre zone except as specified below:

2. The development of large format retail activities within the Matakana 1 precinct is discouraged in order to protect the low scale informal character of Matakana Village.
3. High quality buildings and signage that complements and enhances streetscape, the Matakana Village character and pedestrian amenity in the Matakana 1 precinct are encouraged.

Policies

The policies in sub-precincts A and B are as listed in the relevant underlying zones.

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The policies in sub-precinct C are as listed in the Light Industry zone except as specified below:

1. Require new buildings in the Matakana 1 precinct to achieve a high quality architectural design that represents a rural village character rather than that of an urban commercial environment.

The policies in sub-precinct D are as listed in the Local Centre zone except as specified below:

2. Enable retail development which has a floor area in keeping with the small size of typical retail shops within the village.
3. Enable buildings that have an architectural style which creates a rural or historic character rather than a modern commercial appearance with a hard urban edge.

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5.26 Matakana 2

The objectives and policies of the underlying Mixed Rural zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Matakana 2 precinct is located to the north of Matakana village, on the corner of Leigh Road and Takatu Road, Matakana. The precinct is comprised of approximately 20 hectares.

The purpose of the Matakana 2 precinct is to enable the establishment and ongoing operation of the Matakana Country Park, by permitting the use of the site for community events and tourist and visitor activities. The underlying zone of the Matakana 2 precinct is the Mixed Rural zone, and the precinct limits activities to those with a rural and/or tourist theme to recognise its use as a 'country park'. Subdivision in this precinct is also constrained so that the Matakana Country Park remains as a single entity, although some limited expansion of activities is provided for in the precinct.

Objectives

The objectives are as listed in the Mixed Rural zone except as specified below:

1. Community activities which enable the ongoing operation of the Matakana 2 precinct are promoted.
2. Tourist and visitor activities which enable the ongoing operation of the Matakana 2 precinct are promoted.
3. The rural character and appearance of the Matakana 2 precinct is maintained.

Policies

The policies are as listed in the Mixed Rural zone except as specified below:

1. Recognise and provide for activities which enable the ongoing operation of the Matakana 2 precinct.
2. Encourage development and land uses that maintain the rural character and appearance of the Matakana 2 precinct.

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5.27 Matakana 3

The objectives and policies of the underlying Rural Coastal zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Matakana 3 precinct is located on Tongue Farm Road, Matakana and comprises approximately 7872m². Morris and James Pottery is located in this precinct, which consists of a large tile works factory and cafe and a large clay pit.

The purpose of the Matakana 3 precinct is to enable the activities carried out at Morris and James Pottery to continue. The Matakana 3 precinct therefore provides for a range of activities associated with the pottery business, including the hosting of events and tourism tours, and an expansion to the range of products that are able to be manufactured and sold in the precinct.

Objective

The objectives are as listed in the Rural Coastal zone except as specified below:

1. To enable Morris and James Pottery to continue to operate as a tile works factory, café and tourist attraction.

Policies

The policies are as listed in the Rural Coastal zone except as specified below:

1. Enable the activities currently undertaken at Morris and James Pottery to continue.
2. Require activities to be carried out in a manner that minimises effects on adjoining properties with respect to dust and without pollution of the Matakana River.

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5.28 Omaha Flats

The objectives and policies of the underlying Mixed Rural zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of this precinct is to retain the rural character of Omaha Flats, on the Tawharanui Peninsula, but allow for some limited subdivision to occur. The precinct allows a single 4,000m² - 5,000m² site to be created from sites over 5ha, where it can be demonstrated that suitable legal measures have been taken to prevent further subdivision of the parent site. The precinct also allows subdivision for the protection of wetlands, provided that specific controls have been met. Specific subdivision rules have also been provided within this precinct for the land located at 281 Takatu Road, legally described as Lot 10 DP 92086.

Objective

The objectives are as listed in the underlying Mixed Rural zone except as specified below:

1. Subdivision is managed to retain the versatility of land and soil resources for a range of productive land uses.

Policies

The policies are as listed in the underlying Mixed Rural zone except as specified below:

1. Enable a single 4,000m² - 5,000m² site to be created on sites over 5ha where any subdivision provides:
 - a. suitable legal measures to prevent subdivision of the balance area in perpetuity
 - b. a landscape management plan for the 4,000m² - 5,000m² site to avoid rural residential appearance
 - c. suitable measures to preserve the productive value of the land resource
2. Allow subdivision to protect wetlands where:
 - a. the wetland meets the criteria for consideration as a significant native wetland
 - b. suitable measures are proposed to protect and enhance the wetland.

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5.29 Omaha South

The objectives and policies of the underlying Neighbourhood Centre, Single House and the Mixed Housing Suburban zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Omaha South precinct applies to land south of Broadlands Drive. The underlying zones for the precinct are Neighbourhood Centre, Single House and Mixed Housing.

The purpose of the precinct is to manage residential and small scale commercial development to ensure it is sustainable and complements the coastal character and landscape values of the area.

The precinct limits the total number of dwellings that can be developed because of wastewater infrastructure and on-site soakage constraints. In addition, it manages stormwater discharge effects from development to minimise adverse effects on the Omaha groundwater aquifer and the adjacent kahikatea forest/wetland.

The development cap in the precinct is managed by applying minimum site size and density controls across five different sub-precincts (A-E). The cap is also supported by limiting the opportunity to convert any dwelling into two dwellings.

Development in close proximity to the foredune area of Omaha Beach is limited so that buildings do not dominate the foredune area and residential properties can achieve a reasonable sharing of views of Omaha Beach.

Omaha South has a number of sites of significance to Mana Whenua. The precinct identifies these sites and their values and applies additional controls to ensure that:

- they are protected from effects of subdivision and development
- landowners are aware of their responsibilities in relation to those sites.

Omaha South precinct has five sub-precincts as identified in the planning maps:

- sub-precincts A – D provide for residential activities and allow for comprehensive development of large areas within the Omaha South precinct
- sub-precinct E provides for commercial activities.

Objectives

The objectives are as listed in the relevant underlying zones in addition to those specified below:

1. The wastewater capacity constraints are managed by limiting the total number of residential dwellings in the Omaha South precinct to 600 dwellings.
2. The coastal character and amenity of the Omaha South precinct are respected and enhanced.
3. The natural coastal environment and Omaha aquifer are not compromised by the adverse effects of stormwater, wastewater discharges and earthworks.
4. The cultural values and relationship of Mana Whenua with the Omaha Spit are recognised and provided for.
5. Building heights in the commercial precinct are limited to complement the low rise character of the Omaha South settlement.

Policies

The policies are as listed in the relevant underlying zones in addition to those specified below:

1. Manage the intensity of development across the precinct to ensure an equitable distribution of the

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housing cap and achieve a range of site sizes and dwellings in different sub-precincts.

2. Provide environmentally appropriate infrastructure to manage the effects of wastewater and stormwater discharge.
3. Discourage the conversion of any dwelling into two dwellings to avoid exceeding the development cap on the precinct.
4. Require buildings to be sited and designed to:
 - a. retain significant native vegetation and ensure sufficient space is available to allow for additional planting between buildings
 - b. complement the coastal character of the area and the cultural and natural features of Little Omaha Bay
 - c. achieve a reasonable sharing of views of the coast from properties located to the rear of sites inside the Beach amenity protection line as shown in the [precinct plan](#).
5. Manage development so it will not compromise the functioning of coastal processes in Little Omaha Bay or Whangateau harbour.
6. Avoid locating development in areas susceptible to coastal erosion.
7. Acknowledge and respect sites that are significant to Mana Whenua.
8. Limit building heights in the commercial sub-precinct E to complement adjacent residential development.

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5.30 Orewa 1

The objectives and policies of the underlying Mixed Housing Urban or Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Orewa 1 precinct is located at the corner of Centreway Road and Puriri Avenue at the northern end of Orewa. It sits within a natural bowl including significant stands of puriri trees at its core. The perimeter is bound by:

- Nukumea Stream and Alice Eaves Scenic Reserve to the north
- Orewa North Primary School to the south
- Single dwelling residential development and Puriri Bush reserve to the east.

The precinct comprises six sub-precincts shown on the [Orewa 1 Precinct Plan](#). These are part of a master planned development with varying intensity and design including:

- building platforms for apartment housing
- building platforms for detached, semi detached and attached town housing and terraced housing
- visual amenity corridors and a communal open space area
- a mixed use area to accommodate low scale business activities and apartment housing.

The [Orewa 1 Precinct Plan](#) shows the layout of development across the precinct including building platforms that are designed to accommodate a range of housing types, sizes and building heights as well as pedestrian and cyclist paths, reserves, communal facilities and maximum building storeys. The mixed use sub-precinct F is adjacent to the main entry point to Kensington Park which includes the eastern clock tower and provides linkages with the wider Orewa environment.

The Orewa Design Guidelines are used to inform and maintain the distinctive architectural style and integrity of buildings.

The key purpose of the precinct is to implement the Orewa Plan and design guidelines to ensure the precinct remains a high-quality development.

Objective

The objectives are as listed in the relevant underlying Mixed Housing Urban or Single House zone in addition to those specified below.

1. A master planned community is created that achieves:
 - a. an inter-related pattern of building heights that integrate with the topography and landscape
 - b. a distinctive and cohesive architectural style that complements the coastal character of the area
 - c. a range of housing types and densities in each sub-precinct
 - d. restrict the total number of dwellings to match the level of infrastructure provided for the precinct
 - e. a series of open space corridors that separate sub-precincts, provide view corridors and create space for community activities
 - f. an integrated landscape theme that complements the adjacent bush on Alice Eaves Scenic Reserve
 - g. apartments and small-scale commercial activities in sub-precinct F for local residents
 - h. best practice stormwater management.

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Policies

The policies are as listed in the relevant underlying Mixed Housing Urban or Single House zone in addition to those specified below.

1. Require that the layout and development of the precinct is consistent with the [Orewa 1 Precinct Plan](#), including:
 - a. a concentration of higher density apartment housing in flatter areas (predominantly sub-precincts D, F and part of E).
 - b. development of detached, semi detached and attached town houses or terraced housing in the rest of the precinct.
 - c. development of apartments and small-scale commercial activities in sub-precinct F with good access to sunlight, active frontages and unobtrusive signage.
 - d. housing types, buildings platforms and building heights in the building envelopes identified on the [Orewa 1 Precinct Plan](#)
 - e. yard setbacks, building coverage and permeable surface areas that create a consistent streetscape appearance and a sense of spaciousness around groups of buildings
 - f. visual corridors and community open spaces in the sub-precincts shown on the [precinct plan](#).
2. Apply a dwelling cap to ensure that development does not exceed infrastructure capacity and maintains the spacious character of the precinct.
3. Require that development achieves a cohesive architectural style and character that is consistent with the [Orewa Design Guidelines](#), including
 - a. materials and levels of detailing
 - b. colour palettes
 - c. high quality building and facade designs that are well articulated
 - d. building block sizes and envelopes that limited in length to break up the appearance of mass, weight and bulk
 - e. garage doors that are unobtrusive and do not dominate the streetscape.
4. Design development and landscaping that is consistent with the [Orewa Design Guidelines](#) and [Orewa 1 Precinct Plan](#).
5. Require that buildings adjacent to the Orewa North Primary School are setback to minimise dominance and overshadowing.
6. Require that impervious surface areas and the stormwater management is designed to minimise runoff and flooding in the Nukumea stream catchment.

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5.31 Orewa 2

The objectives and policies of the underlying Single House, Neighbourhood Centre and Open Space - Conservation zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Orewa 2 precinct is approximately 240ha of greenfields land bounded by Orewa River estuary to the south; Nukumea Stream to the north; State Highway 1 to the west; and the established Orewa urban area to the east. The precinct incorporates the following natural and physical values:

- the ecological and amenity value of Orewa Estuary and Nukumea Stream
- a number of native vegetation areas of ecological value
- riparian vegetation and wetlands of ecological value.

The purpose of the precinct is to develop a new residential community on greenfield land in accordance with the Orewa 2 Precinct Plan ([Precinct Plan 1](#)) while protecting and enhancing the ecological and amenity value of the receiving environment. Framework plans are encouraged to facilitate the comprehensive and integrated development of the precinct with a flexible range of residential densities and good urban design. Development of this precinct will also be guided by the following concept plans:

- Orewa 2 Precinct Plan ([Precinct Plan 1](#))
- Orewa 2 Development Areas Plan ([Precinct Plan 2](#))
- Orewa 2 Road Hierarchy Plan ([Precinct Plan 3](#)).

The precinct contains a variety of topographical and other landscape features that will impact on the form of future urban development. The existing contours are complex and involve dominant ridge lines and rolling hills with natural gullies and watercourses. The precinct is bisected by Grand Drive which runs in an east - west direction between State Highway 1 and the Orewa Town Centre. The land to the south drains to Orewa Estuary. The land on the northern side of Sunnyheights Road drains to the Nukumea Stream.

The majority of the roads and other infrastructure including water, wastewater and stormwater services have not yet been constructed. The provision of this infrastructure will determine the staging and sequence of development.

The precinct is divided into 8 Development Areas shown in [Precinct Plan 2](#). The underlying zoning for the majority of the precinct is the Single House zone, with two smaller areas zoned Neighbourhood Centre and Open Space - Conservation.

The [Precinct Plan 1](#) sets out a road and public open space network, and areas of vegetation that are required to be protected. The precinct plan also identifies Physical Limitation areas where the potential for medium density development is limited by geotechnical conditions, and includes controls to ensure that the land located within these areas is carefully assessed before development occurs. The framework plan for a Development Area must include elements of the precinct plan.

Objectives

The objectives for the precinct are as listed in the Single House, Neighbourhood Centre and Open Space - Conservation zones in addition to those specified below:

1. The precinct is developed in a comprehensive and integrated way to create an outstanding urban environment in which people can live, work, and play in accordance with [Precinct Plan 1](#).

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2. The natural and physical values of the precinct are protected from inappropriate subdivision and development.
3. Urban development is in keeping with urban design principles including:
 - a. Clearly defined public and private space
 - b. Neighbourhood definition
 - c. Attractive and safe streets which encourage walking and cycling
 - d. Buildings fronting public open space
 - e. Active street frontages
 - f. Breaking up building mass
 - g. High quality landscape planting.
4. Identifiable business and residential communities and neighbourhoods are created through unique developments based on the key natural features of each area of the precinct.
5. A range of housing types, densities and site sizes are provided in the precinct.
6. Development includes adequate and appropriate land for public open space and that is an integrated feature in development.
7. Adverse effects of stormwater runoff are avoided or mitigated.
8. Public access along waterways, and between each Development Area, is maintained and enhanced.
9. Street layout and design encourage alternative transport modes including passenger transport, cycling and walking.

Policies

The policies for the precinct are as listed in the Single House, Neighbourhood Centre and Open Space - Conservation zones in addition to those specified below:

Development

1. Promote comprehensive and integrated development of the precinct in accordance with [Precinct Plan 1](#) and approved framework plans.
2. Encourage the development of framework plans for Development Areas prior to subdivision or development of a Development Area to ensure that the precinct is developed in a co-ordinated, integrated and comprehensive manner.
3. Encourage consultation with any owners of land within a Development Area, and any neighbouring Development Area, when preparing framework plan.
4. Require the framework plan to demonstrate the interrelationship and future integration with other land within adjoining Development Areas and the precinct, particularly where a framework plan is only prepared for part of a Development Area.
5. Provide flexibility to develop a range of housing sizes, types and densities throughout the precinct.
6. Require development of two or more dwellings to achieve the following outcomes:
 - a. a high standard of architectural design
 - b. buildings that are well proportioned and articulated
 - c. landscaping that will reduce the appearance of building bulk and mass
 - d. a high standard of amenity including provision for and protection of privacy and solar access to

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private outdoor living spaces.

7. Require that subdivision and development to be designed and implemented so that:
 - a. the pattern of activities, densities and the layout of sites and buildings respond positively to the natural and physical features of the area including its steep rolling topography, natural watercourses and its coastline
 - b. the natural and environmental values of the precinct are enhanced and maintained.
8. Control subdivision and development in the Physical Limitations area having regard to the geotechnical constraints on urban development.

Natural features and open space

9. Require the protection of natural and physical features that contribute to a unique urban character and identity including:
 - a. identified view shafts
 - b. significant natural watercourses and wetlands
 - c. ridges, valleys and other topographical characteristics of the precinct
 - d. riparian vegetation
10. Require public open spaces to be fronted by streets to provide a sense of public ownership, a high level of amenity for the general public, and a safe environment for users.
11. Require public open spaces adjoining the Orewa Estuary to be bounded for their full perimeter by a combination of the estuary and streets where this is consistent with good environmental outcomes.
12. Ensure that development and subdivision avoids or mitigates the removal of significant trees, mature indigenous vegetation and other landscape features.
13. Require landscaping to demonstrate a theme that is compatible with the urban context and promotes neighbourhood identity.

Infrastructure

11. Require roads, footpaths and cycle-ways to be designed as an integral component of a development in order to provide high amenity and functional routes for all modes of transport.
12. Promote the development and maintenance of pedestrian linkages between Development Areas to encourage active communities and to provide opportunities to easily access live, work, and play environments.
13. Promote integrated public transport facilities and services.

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5.32 Orewa 3

The objectives and policies of the underlying Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Orewa 3 precinct is located off West Hoe Heights Road, Orewa. The land is legally described as Lot 1 DP204866, Lot 2 DP204866, Lot 1 DP204868, Section 1 S069481, and Section 2 S069481.

The precinct is constrained by onsite features including geotechnical instability and native biodiversity. To respond to, and manage these constraints, a more intensive form of development is enabled by the precinct in areas free from constraints. The precinct contains eight development areas which control the maximum number of dwellings.

Objectives

The objectives are as listed in the Single House zone except as specified below:

1. Opportunities for intensive residential development are provided.
2. The risk posed by natural hazards is avoided, remedied and mitigated.
3. Native biodiversity, natural landscape qualities and significant natural areas are protected and enhanced.
4. Infrastructure appropriate for the intensity of the site is provided.

Policies

The policies are as listed in the Single House zone except as specified below:

1. Manage the impact of bulk earthworks on geotechnical stability and visual amenity.
2. Maintain the efficient road network.
3. Avoid adverse cumulative effects of activities and subdivision upon the biodiversity, character and amenity values in the precinct.

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5.33 Orewa Countryside

The objectives and policies of the underlying Countryside Living zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Orewa Countryside precinct covers an area of 85ha on the western edge of Orewa situated within the Countryside Living zone.

The purpose of this precinct is to provide for rural-residential activities in a cluster subdivision layout. Through this pattern of development areas of open space for farming and recreation, significant vegetation and unstable land will be preserved. It is expected that this precinct will form a buffer between urban areas in Orewa to the east and rural production activities to the west.

Development in this precinct will comprise up to 86 residential sites with a site size of between 1600m² - 3000m² in area grouped around common accessways, surrounded by areas of open space held in common ownership.

Objectives

The objectives are as listed in the Countryside Living zone except as specified below:

1. Comprehensively designed rural residential development is provided for.
2. The rural character, landscapes, and amenity values of the precinct are retained to provide a buffer between urban activities in Orewa and rural production activities to the west.
3. The balance land is preserved for farming and recreational activities.
4. Areas of native vegetation, unstable land and riparian margins are protected from development.

Policies

The policies are as listed in the Countryside Living zone except as specified below:

1. Enable the provision of up to 86 sites on which a dwelling can be built within the precinct.
2. Enable rural-residential subdivision based on clustering of dwellings to maintain large areas of open space for dry stock grazing and recreational activities.
3. Provide for a greater diversity of land uses and dwelling types than that allowed in the Countryside Living zone.
4. Avoid development on prominent ridges or knolls.
5. Locate non-residential activities in a central location.
6. Locate cluster development in a configuration that protects existing native vegetation and water courses in the precinct.
7. Provide for a mix of private and communal property, and encourage the use of communal areas for farming and recreational use.

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5.34 Puhoi

The objectives and policies of the underlying Rural and Coastal Settlement, Neighbourhood Centre, Public Open Space – Informal Recreation, and Public Open Space - Community zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Puhoi has a regionally and nationally important heritage dating back to the 1860's. Puhoi Village has a significant sense of place and character, manifested in its remaining historic buildings and in its strong community. The links to the Bohemian past continue to be celebrated and maintained. The village character has resulted from a combination of features such as topography and vegetation, the scattered nature of development, the style and nature of the existing buildings and their unique history.

To protect the character of Puhoi, the Puhoi precinct requires resource consent for all new buildings or alterations and additions to buildings. Sub precinct A relates to the core of the village which contains a number of heritage buildings. The sub precinct seeks to protect the character of the village core by requiring a minimum site size of four hectares, and requires resource consent for all new buildings or alterations and additions to buildings.

Objective

The objectives are as listed in the underlying zones and are in addition to those specified below:

1. To protect the historic and rural residential character of Puhoi Village.

Policies

The policies are as listed in the underlying zones and are in addition to those specified below:

Buildings

1. Buildings are sited and designed to maintain and enhance the rural residential and historic character of the village, particularly the historic village core.

Subdivision

2. Require a minimum site size of 4,000m² to protect the small rural character of Puhoi Village.
3. Require a minimum site size of 4 hectares in sub precinct A to protect the historic core of Puhoi Village.

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5.35 Riverhead 1

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Riverhead 1 precinct applies to land next to Forestry Road, Riverhead.

The area was formerly used as a timber treatment and processing facility. The purpose of the precinct is to enable development and land uses that are appropriate, given the historic use of the site, the limited infrastructure available on site, in terms of stormwater and wastewater, and its location amongst properties that are zoned for rural uses.

Objectives

The objectives are as listed in the Light Industry zone except as specified below:

1. Development which exceeds the limited infrastructure capacity of the precinct is avoided.
2. The effects of historical land uses are remedied and mitigated.

Policies

The policies are as listed in the Light Industry zone except as specified below:

1. Design and site activities in the precinct so as to avoid, remedy or mitigate adverse effects.
2. Design and site activities in the precinct to contain adverse effects within the precinct site.

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5.36 Riverhead 2

The objectives and policies of the underlying Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Riverhead 2 precinct applies to the southern section of Riverhead Forest bounded between Ararimu Valley Road to the west, Mill Flat Road and Sergeants Road to the east and predominantly south of Blackbridge Road. The south-eastern edge of the precinct is near the Riverhead township.

The precinct forms part of the Treaty settlement between the Crown and Te Kawerau o Maki. The land is being purchased by Te Kawerau o Maki as part of the cultural and commercial redress component of their settlement.

The precinct maintains some existing subdivision and land use development opportunities. Development is to be managed in a way that continues to protect and enhance the particular values of the land.

Objectives

The objectives are as listed in the Rural Production zone except as specified below:

1. Natural resources rather than built forms dominate the rural character and amenity values of the precinct.
2. Native biodiversity, natural landscape qualities and significant natural areas are protected and enhanced.
3. Conflict between residential and non-residential land use activities is avoided and adverse effects are mitigated.
4. The productive use of the rural land resource is enabled and adverse effects of such land use on the natural and physical resources existing within the precinct are avoided, remedied or mitigated.
5. Limited development opportunities consistent with those existing at the time the Crown and Te Kawerau a Maki signed the Treaty settlement are provided.
6. There is potential for an integrated subdivision creating a limited number of sites within Kumeu/Riverhead but requires a comprehensive and integrated assessment of alternatives, benefits and costs.
7. The sustainable management of natural and physical resources is promoted in a manner which recognises and provides for the relationship of Māori and their culture and traditions with their ancestral lands, water, significant sites, waahi tapu and other taonga.

Policies

The policies are as listed in the Rural Production zone except as specified below:

1. Limit further subdivision and rural residential lifestyle opportunities.
2. Prevent rural residential development within the precinct unless undertaken as part of protecting significant natural areas, enhancement planting or the vesting of additional reserve land as appropriate.
3. Undertake subdivision in a manner which results in:
 - a. riparian margin protection and enhancement
 - b. hydrological neutrality
 - c. protection and enhancement of bush, scrub and wetlands.
4. Avoid adverse cumulative effects of activities and subdivision upon the character and amenity values in the precinct.
5. Protect and enhance distinctive and high quality landscapes wherever possible by ensuring

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development within the precinct is in a location and of a scale and intensity that does not dominate or have significant adverse effects on those landscapes.

6. Prevent new non-residential activities from resulting in any significant adverse effects upon existing amenity values.
7. Locate non-residential activities where the adverse effects of the proposed activity can be internalised on the site or any off-site effects can be avoided, remedied or mitigated such that they are no more than minor.
8. Continue activities based on production from the rural land resource and recognise these activities as an element of rural character within the precinct.
9. Provide for a diversity of site sizes, including the retention of land in large holdings in order to maximise the diversity of activities that can be undertaken on the rural land resource.
10. Mitigate the adverse effects of mineral extraction as far as practicable where adverse effects cannot be avoided due to the fixed nature of naturally occurring mineral deposits.
11. Prevent activities where cumulative adverse effects will occur in relation to the rural character, amenity values, significant natural features, significant landscapes, road traffic and safety.
12. Avoid any adverse effects upon streams, rivers and wetlands and wherever possible new activities or subdivision should lead to the enhancement and revitalisation of these areas by excluding grazing animals through fencing and undertaking replanting or riparian areas.
13. Provide for limited opportunities for subdivision, where the outcomes of other precinct policies can be achieved along with:
 - a. the protection of significant natural areas
 - b. the creation of additional significant public reserve land
 - c. dwelling sites on Māori land
 - d. significant enhancement planting.
14. Avoid additional subdivision opportunities within the Kumeu/Riverhead fringe shown in Precinct plan 2 unless a comprehensive and integrated assessment has been undertaken.

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5.37 Riverhead 3

The objectives and policies of the underlying Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

This precinct is located at the northern end of the Riverhead township and includes approximately 82 ha of land and provides for subdivision immediately to the north of the town. The underlying zoning is Rural Production. The land is bordered to the south by the Wautaiti and Rangitopuni Streams. The precinct is comprised of the following sites:

1. CT 24B/690 (Sec 3 Blk VI Waitemata Survey District SO 25805) 0.9055ha
2. CT 24B/690 (Sec 2 Blk VI Waitemata Survey District SO 25805) 3.8167ha
3. CT 863/177 6.9555ha
4. CT 18D/275 15.3781ha
5. CT 179/184 22.7610ha
6. CT 861/60 32.5585ha

The purpose of the precinct is to allow for holistic and integrated approach to future subdivision and development of the land whilst allowing for protection of the high quality native vegetation identified on [Precinct plan 1](#) - ecological sensitivity and visual amenity of the land.

Objectives

1. Future development and subdivision of the land is enabled.
2. Protection of ecologically sensitive areas is provided for.

Policies

1. Recognise and provide for the particular characteristics of the land, including its topography, native vegetation, rural character, visual amenity values and its visually prominent location adjoining the Riverhead township.
2. Enable appropriate rural-residential subdivision and development, while protecting the high quality native vegetation and visual amenity of the land.
3. Recognise the need to ensure that appropriate building sites are achieved on geotechnically suitable land and that all sites can be adequately serviced.

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5.38 Riverhead 4

The objectives and policies of the underlying Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Riverhead 4 precinct applies to the north-eastern section of Riverhead Forest bounded between Bald Hill Road to the north, Ararimu Valley Road to the south-west and Rahanui Road to the east.

The precinct forms part of the Treaty settlement between the Crown and Ngati Whatua o Kaipara. The land is being purchased by Ngati Whatua o Kaipara as part of the cultural and commercial redress component of their settlement.

The precinct maintains some existing subdivision and land use development opportunities. Development is to be managed in a way that continues to protect and enhance the particular values of the land.

Objectives

The objectives are as listed in the Rural Production zone except as specified below:

1. Natural resources rather than built forms dominate the rural character and amenity values of the precinct.
2. Native biodiversity, natural landscape qualities and significant natural areas are protected and enhanced.
3. Conflict between residential and non-residential land use activities is avoided and adverse effects are mitigated.
4. The productive use of the rural land resource is enabled and adverse effects of such land use on the natural and physical resources existing within the precinct are avoided, remedied or mitigated.
5. Limited development opportunities consistent with those existing at the time the Crown and Ngati Whatua o Kaipara signed the Treaty settlement are provided.
6. The sustainable management of natural and physical resources is promoted in a manner which recognises and provides for the relationship of Māori and their culture and traditions with their ancestral lands, water, significant sites, waahi tapu and other taonga.

Policies

The policies are as listed in the Rural Production zone except as specified below:

1. Limit further subdivision and rural residential lifestyle opportunities.
2. Prevent rural residential development within the precinct unless undertaken as part of protecting significant natural areas, enhancement planting or the vesting of additional reserve land as appropriate.
3. Undertake subdivision in a manner which results in:
 - a. riparian margin protection and enhancement
 - b. hydrological neutrality
 - c. protection and enhancement of bush, scrub and wetlands.
4. Avoid adverse cumulative effects of activities and subdivision upon the character and amenity values in the precinct.
5. Protect and enhance distinctive and high quality landscapes wherever possible by ensuring development within the precinct is in a location and of a scale and intensity that does not dominate or have significant adverse effects on those landscapes.
6. Prevent new non-residential activities from resulting in any significant adverse effects upon existing

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amenity values.

7. Locate non-residential activities where the adverse effects of the proposed activity can be internalised on the site or any off-site effects can be avoided, remedied or mitigated such that they are no more than minor.
8. Continue activities based on production from the rural land resource and recognise these activities as an element of rural character within the precinct.
9. Provide for a diversity of site sizes, including the retention of land in large holdings in order to maximise the diversity of activities that can be undertaken on the rural land resource.
10. Mitigate the adverse effects of mineral extraction as far as practicable where adverse effects cannot be avoided due to the fixed nature of naturally occurring mineral deposits.
11. Prevent activities where cumulative adverse effects will occur in relation to the rural character, amenity values, significant natural features, significant landscapes, road traffic and safety of an area.
12. Avoid any adverse effects upon streams, rivers and wetlands and wherever possible new activities or subdivision should lead to the enhancement and revitalisation of these areas by excluding grazing animals through fencing and undertaking replanting or riparian areas.
13. Provide for limited opportunities for subdivision, where the outcomes of other precinct policies can be achieved along with:
 - a. the protection of significant natural areas
 - b. the creation of additional significant public reserve land
 - c. dwelling sites on Māori land
 - d. significant enhancement planting.

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5.39 Riverhead South

The objectives and policies of the underlying Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Riverhead South precinct applies to approximately 60 ha of land to the south of the existing Riverhead township, that is south of Kaipara Portage Road and east of the Coatesville Riverhead Highway. The southern edge of the precinct is defined by an unnamed inlet and gully/stream feature, the Huapai Golf Course and the Hare Krishna temple site as shown on [Figure 1: Riverhead South precinct plan](#) in clause 6 of the Riverhead South rules section. The underlying zoning of the precinct is Single House zone.

The purpose of the precinct is to provide for future expansion, primarily for residential purposes, immediately to the south of the town. The Riverhead South precinct is intended to be an extension of the existing Riverhead township rather than appear as a new standalone area.

The Riverhead South precinct is characterised by the following features:

- A grid based road pattern with informal road construction and generous verges
- A significant cover of mature vegetation
- A low density character with rectangular shaped allotments of a consistent size and frontage
- A rural and coastal aspect

In addition to retaining some of the character of the Riverhead township north of Kaipara Portage Road, the precinct seeks to encourage a number of rules to increase consideration of urban design and an integrated approach to development.

The precinct provides for future growth and development to be generally accordance with [Figure 1: Riverhead South precinct plan](#) as follows:

- Land around the perimeter of the precinct applies a larger minimum site size consistent with subdivision controls over the existing town of Riverhead
- The precinct allows for greater densities within a special development area surrounding proposed public open space in the centre of the precinct
- The precinct seeks to complement and enhance the key features that contribute to the character of the existing Riverhead township and to ensure that future development integrates with the existing town

To facilitate the integrated and efficient development of the precinct framework plans are provided for. A framework plan is a resource consent authorising land uses including the location and physical extent of roads and open spaces, and allowable building envelopes.

Objectives

The objectives are as listed in the Single House zone except as specified below:

1. Subdivision and development within Riverhead South is designed and implemented in a comprehensive, efficient and integrated way that responds to its urban, natural and coastal context.
2. The urban form and pattern of development in Riverhead South is integrated with and complements the open spacious character of the existing Riverhead township.
3. Amenity values are maintained within neighbourhoods, residential areas and residential sites.
4. The natural character of areas near the coast, and the margins of streams, ponds and wetlands are protected from inappropriate subdivision and development, and significant vegetation is retained.

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5. Lower density residential development is located around the perimeter of the precinct.
6. Some higher density residential development is located in the Special development area adjacent to and surrounding the indicative public open space area at the centre of the precinct as identified on [Precinct Plan 1](#).
7. The adequate provision of infrastructure, including the ability to connect to a public wastewater disposal system and a public reticulated water system, is ensured.
8. The precinct provides a connected grid street pattern with integrated and safe pedestrian and cycle linkages to the existing Riverhead township, the coastal environment, and existing open space.
9. The open space network is consistent with [Precinct Plan 1](#).

Policies

The policies are as listed in the Single House zone except as specified below:

1. Promote comprehensive and integrated development of the precinct in accordance with approved framework plans.
2. Require a subdivision layout and form that reflects the existing pattern of subdivision in the existing Riverhead township and [Precinct Plan 1](#).
3. Require a connected grid street pattern with integrated and safe pedestrian and cycle linkages to the existing Riverhead township, the coastal environment and existing and indicative public open space areas.
4. Require larger minimum site sizes around the perimeter of the precinct consistent with site sizes in the existing Riverhead township.
5. Require the adequate provision of infrastructure, including the ability to connect to a public wastewater disposal system and a public reticulated water system.
6. Enable more intense development within the Special development area and the indicative public open space area identified on [Precinct Plan 1](#).
7. Require an open space network that is consistent with [Precinct Plan 1](#) and is connected to the existing Riverhead township and other significant public places.
8. Encourage the retention of significant native vegetation and require planting that will enhance the natural character of the precinct and reduce the visual impact of urban development.
9. Require subdivision and development to be designed to:
 - a. protect and enhance the significant coastal margins and landforms
 - b. avoid exacerbating or generating any natural hazards
 - c. protect the quantity and quality of water in streams, ponds and wetlands

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5.40 Rodney Landscape

Refer to planning maps for the location and extent of the precinct.

Precinct description

The Rodney landscape precinct applies to various inland towns and coastal areas on and north of Whangaparaoa Peninsula.

The precinct is made up of 10 sub-precincts which are listed below together with their underlying zone:

Sub-precinct	Areas	Underlying zone
A	Wellsford	Large Lot, Public Open Space - Conservation, Public Open Space - Informal Recreation, General Coastal Marine, Large Lot
B	Ti Point	
C	Sandspit	
D	Red Beach	
E	Stanmore Bay	
F	Coal Mine Bay	
G	Hobbs Bay	
H	Silverdale	
I	Mahurangi	
J	Leigh	Rural and Coastal Settlement

The purpose of this precinct is to provide for lower intensity subdivision than that permitted in the underlying zones in order to protect significant landscape features, including areas of ecological significance, native vegetation, notable ridge lines, natural gullies and water courses, physical constraints and areas of significant natural character.

The precinct also includes controls on the siting and design of buildings to reduce their visual prominence when viewed from public places.

In addition, the precinct allows for the clustering of dwellings in some areas so that large areas of high landscape value, including significant native vegetation, are protected from future buildings and works.

Objectives

The objectives are listed in the General Coastal Marine, Large Lot, Public Open Space - Conservation, Public Open Space - Informal Recreation and Rural and Coastal Settlement zones except as specified below:

1. Significant landscape values, and areas with physical constraints, are protected including land that:
 - a. contains ecological values including significant native vegetation and fauna habitats
 - b. has significant natural features including notable ridgelines, coastal margins, natural gullies and water courses and perennial and ephemeral streams
 - c. has significant natural character including open undeveloped or vegetated slopes
 - d. has steep topography or ground conditions that are unsuitable for development.
2. Subdivision, and the intensity of development are limited to protect significant landscape values and avoid development on land with physical constraints.
3. Buildings are sited and designed to integrate with the landscape and minimise their visual prominence

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when viewed from public places.

Policies

The policies are those listed in the Rural and Coastal Settlement, Public Open Space - Conservation, Public Open Space - Informal Recreation and General Coastal Marine zones except as specified below:

1. Require larger minimum site sizes for subdivision to protect significant landscape values and existing native vegetation.
2. Enable the clustering of dwellings in select locations to permanently protect areas with significant landscape values and avoid physical site constraints.
3. Require the design and location of new buildings and development to:
 - a. minimise landform and earthwork modifications on the landscape
 - b. minimise visual impacts by:
 - i. avoiding prominent locations and integrating development with the contours of the land
 - ii. reducing the extent and visual prominence of driveways
 - iii. using building design, materials and colours that will integrate with the surrounding landscape
 - iv. retaining existing native vegetation and significant trees
 - v. requiring a landscape buffer along the Whangaparaoa ridge line in Coal Mine Bay and locate development to retain a relatively underdeveloped appearance when viewed from a public place.

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5.41 Rodney Thermal Energy Generation

The objectives and policies of the underlying Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Rodney Thermal Energy Generation precinct applies to the Rodney Power Station site and surrounding area and is located near the intersection of State Highway 16 with Inland Road, northeast of Helensville.

The purpose of the precinct is to provide for the establishment, construction, operation, maintenance and upgrading of a nominal 480MW combined cycle gas turbine electricity generating facility. [Appendix 11.5.8](#) shows the location of the precinct including the site boundaries.

There is currently limited power generated in the area north of the Auckland Isthmus relative to demand growth. Continued population growth in Auckland and nationally, and limitations in existing electricity infrastructure, mean that additional electricity generation facilities in the Rodney area offers benefits for maintaining and enhancing security of electricity supply for this area and the national electricity grid.

The precinct provisions provide certainty for the development of a power station and for the public regarding the scale, form and nature of the long-term development of the site. It also provides for the management of adverse environmental effects.

Objectives

The objectives are as listed in the Rural Production zone except as specified below.

1. Enable the establishment, construction, operation, maintenance and upgrading of a gas fired thermal power station with a maximum nominal 480MW combined cycle gas turbine electricity generating facility including associated facilities, structures and activities, to connect to the National Grid.
2. The amenity values and character of the rural area are maintained or enhanced through sensitive building design, appropriate landscaping, earthworks and planting, and controls with particular regard to avoiding, remedying or mitigating adverse effects beyond the precinct.
3. The positive effects arising from the development and operation of the Rodney Power Station are recognised.
4. Certainty is given to neighbouring property owners and communities regarding the scale, form, and nature of the longterm development of the power station.
5. Activities not related to electricity generation facilities or associated facilities and activities, that impact on rural character and amenity are avoided and potential cumulative and reverse sensitivity effects are managed.

Policies

The policies are as listed in the Rural Production zone except as specified below.

1. Provide for the staged development, including establishment, construction, maintenance and refurbishment of a gas fired thermal power station with a maximum nominal capacity of up to 480MW and all associated facilities, structures and activities required for its efficient operation.
2. Restrict activities, including subdivision, not related to electricity generation facilities or associated facilities and activities to, maintain the rural character and amenity outside the precinct, and to manage reverse sensitivity issues.
3. Require development to take place in accordance with the Development Concept Plan (including site layout and landscape plans) for the Rodney Thermal Energy Generation precinct so that neighbouring property owners and the public are aware of the scale, form and nature of the long-term development of the precinct.

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4. Maintain the amenity values and character of the rural area surrounding the precinct by requiring:
 - a. generation and transmission activities within the precinct to be located in accordance with the approved activity areas and the site layout plan
 - b. activities within the precinct to comply with the performance standards and development controls
 - c. compliance with the relevant rural zone performance standards beyond the precinct boundary.
5. Control noise, light spill, glare and vibration to avoid, remedy or mitigate adverse effects on surrounding areas.
6. Control the potential adverse environmental effects associated with wastewater and stormwater disposal and the use and storage of hazardous substances.
7. Manage transport associated with the development and operation of the power station in such a way as to avoid, remedy, or mitigate adverse effects on the transport network and on the surrounding areas.

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5.42 Silverdale 1

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Silverdale 1 precinct applies to 8.7 hectares of land located off Peters Way, Silverdale. The land adjoins the established industrial area in Silverdale, and is zoned light industrial.

The purpose of the precinct is to impose additional controls with respect to water supply, wastewater, building height, landscaping and earthworks to ensure that the effects of future development of the precinct are appropriately mitigated.

With respect to potential visual effects on adjoining sites, the precinct's topography is sloping and has a ridge located to the south east which defines the southern boundary of the precinct with the Countryside Living zone. The Auckland Memorial Park Cemetery adjoins the western boundary of the precinct.

Therefore, additional controls regarding the finished height of the ridgeline, landscaping and height of buildings in relation to the surrounding landform are required. This is to ensure the effects of the Light Industrial zone are confined to the north facing basin overlooking the existing industrial development and do not impact on the visual amenity values of the cemetery and adjoining Countryside Living zone to the south and south east.

Objectives

The objectives are as listed in the Light Industrial zone in addition of those specified below:

1. Adverse visual effects on the cemetery and countryside living sites are avoided.
2. Effects of development on the wastewater network are minimised.

Policies

The policies are as listed in the Light Industrial zone in addition of those specified below:

1. Require buildings to be located, designed, and landscaped, to ensure the visual effects of the buildings on the cemetery and Countryside Living zone beyond the southern ridgeline to the south and south-east are avoided.
2. Restrict the finished level of buildings on the southern ridgeline.
3. Require landscaping to screen and mitigate the adverse visual effects of buildings on adjoining sites.
4. Restrict high water use activities.

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5.43 Silverdale 2

The objectives and policies of the underlying General Business zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Silverdale 2 precinct applies to approximately 47ha of land located between East Coast Road and the motorway (State Highway 1). The precinct is bounded by the motorway to the west, East Coast Road to the east and the Snowplanet site to the south as shown in the Silverdale 2 [precinct plan 1](#). It is highly visible from the motorway as the land slopes up significantly from the motorway to East Coast Road.

The development of this area will have a significant impact on the experience of people travelling on State Highway 1 and the Hibiscus Coast Highway. Objectives, policies and rules will assist in creating a woodland landscape, helping to frame the entrance to the Hibiscus Coast Highway.

The purpose of the precinct is to facilitate the development of an entertainment cluster and activities are limited to entertainment and recreation activities and ancillary activities.

As many of the buildings used for entertainment and recreation activities involve large utilitarian structures, the provisions aim to ensure that such buildings are designed to achieve a high quality of design and avoid adverse visual effects and mitigation of effects through appropriate landscaping. Activities must not adversely affect the surrounding road network.

Objectives

The objectives are those listed in the underlying zone except as specified below:

1. A distinctive recreation and entertainment precinct with a high-quality built form and landscape is enabled.
2. A range of recreation and entertainment and ancillary activities is provided.
3. A high-quality built form and landscape with an overall vegetation framework that provides a cohesive landscape and substantially increases the tree canopy.
4. A clear and well defined edge between the urban Hibiscus Coast area and the surrounding rural land.
5. Access to the precinct is safe and efficient and does not adversely affect the state highway network or the surrounding road network.
6. Passenger transport is supported.
7. Development occurs in accordance with relevant recommendations of the Silverdale South Integrated Catchment Management Plan.

Policies

The policies are those listed in the underlying zone except as specified below:

1. Limit activities within the precinct to entertainment and recreation activities and other activities that are clearly ancillary to these, including supporting and appropriately themed retail and travelers' accommodation.
2. Restrict commercial and industrial activities that are not ancillary or secondary to entertainment and recreation activities.
3. Integrate retail activities with recreation and entertainment activities, and restrict retail activities to those that are closely related to the types of activities provided for in the precinct.
4. Provide for development to be integrated within an overall vegetation and landscaped framework that provides a cohesive landscape including a:
 - a. variety of fast growing exotic trees

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- b. longer term framework of species characterising New Zealand's northern sub-tropical vegetation.
- 5. Require development to emphasise the underlying natural landform by protecting the integrity of ridgelines, reinforcing the natural watercourses, views and access to sunlight.
- 6. Provide a landscape buffer along the boundary of State Highway 1 to assist in screening development within the precinct from the motorway.
- 7. Require a high standard of architectural and urban design for buildings, development and site layout with the location, scale, materials and colours of buildings, structures and signs being unobtrusive.
- 8. Restrict earthworks to those necessary for the formation of roads, infrastructure and the formation of building platforms.
- 9. Restrict activities that will cause adverse effects on the state highway network or the surrounding road network and restrict vehicular access to the precinct to the defined points on East Coast Road and the Hibiscus Coast Highway as identified on [precinct plan 1](#).
- 10. Provide a low speed–high amenity transport network supportive of safe and efficient pedestrian and cycle access.
- 11. Restrict noise levels of activities within the precinct so that the amenity values of adjoining areas are not adversely affected.
- 12. Restrict development of the steeper land located within 200m of the boundary with East Coast Road to limited areas of buildings or hardstand areas.
- 13. Require best practice stormwater management, retain existing streams and prevent building and fill within floodplains in a manner consistent with the Silverdale South Integrated Catchment Management Plan.

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5.44 Silverdale North

The objectives and policies of the underlying General Business, Single House, Town Centre and Neighbourhood Centre zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Silverdale North precinct is located north of the original town of Silverdale and applies to approximately 490ha of land bounded by State Highway 1A to the west, Orewa Estuary to the north, Jelas Road to the east and Hibiscus Coast Highway to the south.

It is characterised by an attractive undulating landscape, prominent ridgelines and natural gullies and water courses. It includes a dominant ridgeline that separates the area into two portions. The south western portion contains rural facing views to the west with good access to the motorway (State Highway 1A). The north eastern portion contains significant views over the Orewa Estuary and coast beyond.

The precinct is divided into the following sub-precincts as shown in the Silverdale North precinct plan in [Precinct Plan 1](#):

- Sub-precinct A
- Sub-precinct B
- Sub-precinct C
- Sub-precinct D (D1, D2 and D3)

The underlying zoning(s) for the Silverdale North precinct are:

- General Business for sub-precinct A
- Single House for sub-precinct B
- Town Centre for sub-precinct C
- Neighbourhood Centre for sub-precincts D1, D2 and D3

The precinct is also divided into ten development areas shown in the Development Areas and Road Layout plan in [Precinct Plan 2](#).

To facilitate the integrated and efficient development of the precinct, framework plans are required for each development area. A framework plan is a resource consent authorising land uses such as the location and physical extent of roads and open spaces. The precinct includes staging provisions that determine the sequencing and staging of earthworks, civil works, subdivision and the construction of buildings depending on the provision of particular transport infrastructure.

The precinct includes subdivision and development controls to:

- Restrict urban development ahead of necessary improvements being made to the primary roads network.
- Require high quality urban design outcomes and buildings that will enhance the character of commercial areas.
- Require high standards of residential amenity including the protection of solar access to the private outdoor living areas of proposed and existing dwellings.

The precinct also includes controls over the following management areas identified in [Precinct Plan 1](#) to retain or protect significant landscapes and key natural features:

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- Weiti Landscape area which is an area of high visual sensitivity containing a ridgeline overlooking the Hibiscus Coast Highway and forming a backdrop to the Silverdale War Memorial park.
- Wainui Road area which is located on business zoned land that interfaces with residential land to the east.
- Gateway area which includes land adjacent to State Highway 1A and is highly visible from the motorway.
- Physical limitations area which includes land containing soils unsuitable for residential development at standard residential densities.
- View shafts and areas subject to building restrictions which are identified to limit building heights at specific public viewing points.

The purpose of the precinct is to ensure that the development of Silverdale North is carried out in an integrated way, and that urban development is restricted ahead of necessary improvements being made to the primary roads network. The provisions ensure that development in advance of infrastructure does not create significant adverse effects on the primary road network and connections to that network.

Objectives

The objectives for the precinct are as listed in the underlying General Business (sub-precinct A), Single House (sub-precinct B), Town Centre (sub-precinct C) and Neighbourhood Centre (sub-precinct D1, D2 and D3) zones except as specified below:

1. Subdivision and development are designed and implemented in a comprehensive, efficient and integrated manner.
2. Necessary improvements are made to the primary roads network and connections to this network ahead of development.
3. Development does not create significant adverse effects on the primary road network and connections to that network.
4. Key natural features and the distinctive character of the area are protected from inappropriate subdivision and development.
5. Open space and land for community facilities are identified.
6. Significant views from public places are protected.
7. High standards of urban design are achieved including distinctive architectural styles, attractive landscaping and the use of colours and materials that will not dominate the landscape setting or compromise character of the streetscape or neighbourhood in which they are located.
8. A range of housing types, densities and site sizes are provided in the precinct.
9. A range of business development opportunities are created that will increase employment opportunities in an attractive working environment.
10. The road layout is integrated with the landscape and provides a safe, attractive and well-connected network that includes public transport, cycling and walking routes.
11. Subdivision and development avoids the adverse effects of stormwater runoff within the Orewa Estuary and Weiti River catchments and their contributing streams.
12. A vibrant pedestrian environment is achieved, and a mixed and diverse range of activities that address the street are provided, in sub-precinct C.
13. Adverse effects on the environment from traffic generation and parking demand are avoided, remedied or mitigated in sub-precincts C and D.

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Policies

The policies for the precinct are as listed in the underlying General Business (sub-precinct A), Single House (sub-precinct B), Town Centre (sub-precinct C) and Neighbourhood Centre (sub-precinct D1, D2 and D3) zones except as specified below:

General

1. Encourage the preparation of framework plans to guide future development and densities in each of the development areas identified in the Silverdale North Development Areas and Road Layout [plan](#).
 - a. encourage consultation with any owners of land within the sub-precinct and Development Area, and any neighbouring sub-precinct, when preparing a framework plan.
 - b. require the framework plan to demonstrate the interrelationship and future integration with other land within the Development Area and sub-precinct, particularly where a framework plan is only prepared for part of a Development Area.
2. Require the staging of subdivision and development to coordinate with improvements and connections to the primary road network and to avoid increasing congestion at the Hibiscus Coast Highway and State Highway 1A interchange.
3. Design a well-connected road network that respects natural features and is generally in accordance with the Silverdale North Development Areas and Road Layout plan shown on [precinct plan 2](#).
4. Design neighbourhoods and roads to protect significant natural features and landscapes including significant ridgelines, gullies, vegetation and natural water courses.
5. Require open space and land for community facilities to be identified at the framework plan stage.
6. Require public open space that is bounded and fronted by streets for no less than 75 per cent of their perimeter and that provide a clear sense of public ownership and high levels of amenity, safety and permeability.
7. Design roads to provide a safe, attractive and well-connected network that includes public transport, cycling and walking routes.
8. Require best practice stormwater management in a manner consistent with the Silverdale North Integrated Catchment Management Plan.

Sub-precinct A

9. Require framework plans to provide for a comprehensive and integrated approach to urban design recognising the visual prominence of the Gateway area identified in [Precinct Plan 1](#) when viewed from State Highway 1A and the visual sensitivity of parts of the area immediately north of the Weiti River.
10. Require resource consent applications for buildings and earthworks to manage the siting, design and appearance of buildings, provide for landscaping and maintain high levels of amenity consistent with a business park or campus like environment.
11. Enable and encourage the establishment of land use activities that will attract knowledge and people based businesses and a more limited or different range of business activities than might expect to be found in a mixed use zone.
12. Discourage industrial activities that could compromise the campus like appearance of sub-precinct A.
13. Discourage the use of materials and bright corporate colours that will visually impact on the landscape, especially when viewed from State Highway 1A.
14. Avoid business activities which require air or water discharge consents.
15. Require buildings and development in commercial areas to achieve a high standard of visual amenity

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that will enhance the identity, aesthetics and character of commercial areas taking into consideration:

- a. the proportion, scale, bulk and form of buildings including architectural style, the external appearance and articulation of buildings and the use of materials, colours and glazing
- b. the siting, design and integration of buildings with the topography
- c. the need to avoid blank walls including retaining walls over 1.5m in height which are in the public realm
- d. a preference for landscaped batters rather than retaining walls
- e. sunlight to public places especially where outdoor eating is envisaged
- f. opportunities for landscaping that will soften the hard urban appearance of commercial buildings.

Sub-precinct B

16. Provide flexibility to develop a range of housing sizes, types and densities throughout the precinct.
17. Provide for a proportion of various intensities of residential development as follows:

Density — site size per dwelling	Percentage in development area
150m ² -449.9m ²	20 per cent
450m ² -649.9m ²	25-45 per cent
650m ² +	45-65 per cent

18. Encourage higher densities around commercial activities and public open space.
19. Require and protect sunlight access to proposed and existing private outdoor living spaces to ensure they receive at least five hours of sunshine between 9am and 3pm on 22 March/September.
20. Require development of two or more dwellings to achieve the following outcomes:
 - a. a high standard of architectural design
 - b. buildings that are well proportioned and articulated
 - c. landscaping that will reduce the appearance of building bulk and mass
 - d. a high standard of amenity including provision for and protection of privacy and solar access to private outdoor living spaces.
21. Discourage subdivision that creates rear sites.

Sub-precinct C & D

22. Limit the size of ground floor tenancies and discourage large format retail to achieve a vibrant pedestrian environment and a mixed and diverse range of activities that address the street in sub-precinct C.
23. Discourage retail in sub-precinct D3 that could compromise the commercial viability of the Silverdale town centre.
24. Require buildings and development in commercial areas to achieve a high standard of visual amenity that will enhance the identity, aesthetics and character of commercial areas taking into consideration:

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- a. the proportion, scale, bulk and form of buildings including architectural style, the external appearance and articulation of buildings and the use of materials, colours and glazing.
 - b. the siting, design and integration of buildings with the topography.
 - c. the need to avoid blank walls including retaining walls over 1.5m in height which are in the public realm.
 - d. a preference for landscaped batters rather than retaining walls.
 - e. sunlight to public places especially where outdoor eating is envisaged.
 - f. opportunities for landscaping that will soften the hard urban appearance of commercial buildings.
25. Minimise the use of bright corporate colours to reduce competition for dominance by buildings and signage.
 26. Require active frontages to buildings that address two street corners.
 27. Require all land in sub-precinct C adjoining the Hibiscus Coast highway to be landscaped and densely planted.
 28. Design buildings to address the corner of Millwater Parkway and Silverdale Street in sub-precinct C.
 29. Enable the development of small service business activities in sub-precinct D3 to support and provide a focal point for the business community in sub-precinct A.
 30. Exempt on-site parking in sub-precinct D and require angled car parking between buildings and the street frontage.
 31. Limit direct vehicular access to Millwater Parkway from sites within sub precinct D1 and D2.

Management Areas

32. Limit the intensity of development within the Physical Limitations area in [Precinct Plan 1](#) to one dwelling per 1500m² with an average of one dwelling per 5000m² unless geological constraints are removed or modified to enable standard residential densities.
33. Require all buildings and development on sites in the Wainui Road area in [Precinct Plan 1](#) to be sited and designed to present an attractive façade and landscaping that is compatible with the residential area on the east side of Wainui Road.
34. Require all buildings and development in the Gateway area in [Precinct Plan 1](#) to be sited and designed to present a high quality built form and a low visual impact when viewed from State Highway 1A.
35. Recognise and protect landscape values on land north of the Weiti River in the Weiti Landscape area by ensuring the development does not protrude above any ridgelines and requiring buildings and development to minimise their visual prominence when viewed from State Highway 1A and Wainui Road.
36. Require a minimum average size site of 4000m² for subdivision in the Weiti Landscape area in [Precinct Plan 1](#).
37. Require planting and exclude protected vegetation in Development Areas 9A and 9B from the calculation of minimum site sizes as shown in Silverdale North Development Area 9A and 9B plan in [Precinct Plan 3](#).
38. Require that buildings and structures in the Subject to Building Restrictions area in [Precinct Plan 1](#) do not obscure significant view shafts when viewed from identified public places.

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5.45 Smales 1

The objectives and policies of the underlying Business Park zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Smales 1 precinct is located on the corner of Taharato and Northcote roads, and is adjacent to State Highway 1 and the Northern Busway. The Smales 1 precinct permits a maximum gross floor area for activities, a maximum number of car parking spaces, and provides for some accessory activities such as food and beverage outlets.

Objective

The objectives are as listed in the Business Park zone in addition to that specified below:

1. Ongoing development of the Smales Farm Technology Office Park as an employment node is encouraged and undertaken in a manner which avoids adverse effects on the function and amenity of the City Centre, Metropolitan and Town Centre zones and neighbouring zones.

Policies

The policies are as listed in the Business Park zone in addition to those specified below:

1. Provide for office activity up to a specified limit.
2. Limit accessory activities to those which meet the immediate needs of office workers.
3. Require activities to demonstrate that they will not adversely affect the safe and efficient operation of the transport network.

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5.46 Smales 2

The objectives and policies of the underlying Mixed Housing Suburban and Mixed Use zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Smales 2 precinct applies to a 4.8ha block of land located on the southern side of Northcote Road and fronting Lake Pupuke, Takapuna. The precinct has two underlying zones: Mixed Use and Mixed Housing Suburban. The precinct encompasses two quite distinct areas, for which separate sub-precincts have been developed: the 2.7ha Sub-precinct A, which is dominated by the excavations associated with its former quarry use, and the adjoining 2.1ha Sub-precinct B, which comprises a block of more elevated undeveloped land that extends to the edge of Lake Pupuke.

The precinct provides for the comprehensive redevelopment of the block of land in the following manner:

- Sub-precinct A, which is zoned Mixed Use, has been substantially excavated during quarrying operations in the past and is considered suitable for a mixture of uses including commercial and a range of residential development such as apartments and retirement accommodation, recognising the location of the land at the residential/business interface. It is the intention to minimise rock excavation and work within the existing land contours as far as is practicable. Medical related business activities are encouraged, recognising the proximity of the site to the North Shore Hospital and the synergies that could result from such development. The Integrated Transport Assessment which was prepared for the Smales 2 precinct in 2013 identified that this sub-precinct could accommodate up to 45,000m² of business development. However, the extent of retail and general office development that can occur within the sub-precinct is capped to ensure that development does not undermine other nearby business centres nor generate adverse traffic effects.
- Sub-precinct B, which adjoins Lake Pupuke, is zoned Mixed Housing Suburban. The sub-precinct is to be developed for intensive residential purposes in a manner that achieves high standards of on-site amenity and which appropriately responds to the location of the land adjacent to the lake and its elevation above Northcote Road immediately to the north. The special character and amenity of Lake Pupuke, will be protected through a variety of techniques including the imposition of the 30m Lakeside Yard setback and, in close proximity to the lake edge, limiting the height of buildings and providing only for individual houses, rather than apartments.

The land owner is encouraged to prepare a framework plan at a sub-precinct level before subdivision and development in the area starts, with greater development opportunities provided for each sub precinct following the completion of the framework plan. Prior to this stage the provisions of the underlying zone apply. The preparation of a framework plan will reduce the potential for subdivision and development to occur in an uncoordinated manner, and will encourage integrated and comprehensive development of the sub-precincts to achieve a high quality urban environment. Although the preparation of framework plan is a voluntary process, it reflects the approach agreed with the landowner, and the recognition that with a single land owner of Sub-precincts A and B there are opportunities for comprehensive redevelopment of this large land holding.

Objectives

The residential, business and public open space objectives are as listed in the Mixed Housing Suburban and Mixed Use zone except as specified below:

1. Sub-precinct A is comprehensively planned and developed as a mixed use area that achieves a high quality built environment and responds appropriately to the context of the sub-precinct and the surrounding neighbourhood.
2. Sub-precinct B is comprehensively planned and developed into an area of high quality intensive housing that achieves a high level of residential amenity taking advantage of the site's north-east facing aspect while avoiding, remedying or mitigating adverse effects of earthworks, activities and buildings on the

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amenity of nearby residential zones, Lake Pupuke and public spaces, including Northcote Road.

Policies

The residential, business and public open space policies are as listed in the Mixed Housing Suburban and Mixed Use zones except as specified below:

1. Encourage the development of a single framework plan for each sub-precinct in order to promote comprehensive and integrated planning of these areas and to achieve a high level of amenity and built environment throughout the precinct while minimising the adverse environmental effects of subdivision and development. Framework plans are to establish matters such as:
 - a. the layout of the site
 - b. the bulk and location of buildings
 - c. indicative finished land contours
 - d. provision for vehicle access and safe convenient and accessible routes for pedestrians and cyclists
 - e. management of site related traffic on the surrounding road network
 - f. measures to provide protection and/or accessibility to significant geological features.
2. Require that any framework plan application also seeks consent for (as a minimum) any infringements of bulk and location controls, landscaping, access widths and gradients and works on a geological site, and encourage the application to include all other consents that may be required.
3. Require appropriate stormwater management to be employed to protect the water quality of Lake Pupuke, both during and post construction.
4. Require development to facilitate the comprehensive integration of land uses and transport infrastructure, including pedestrian and cycle routes into and through the site and the provision of public access (both pedestrian and cycle) between Rangitira Avenue and Northcote Road.
5. Encourage development to minimise further rock excavation to the extent practicable due to the potential adverse effects of noise and vibration.

Sub-precinct A:

6. Require any framework plan developed for Sub-precinct A to demonstrate how development will be undertaken to achieve a high quality design, create good on site amenity standards with particular regard to the needs of pedestrians, and relate appropriately to the context of the sub-precinct, the neighbouring Sub-precinct B, and the surrounding neighbourhood, and in particular to:
 - a. Create a safe and convenient public environment
 - b. Achieve an attractive built environment
 - c. Avoid, remedy or mitigate the adverse effects of development on the adjoining residential area, including those effects relating to noise, privacy, visual amenity, shading and dominance
 - d. Achieve good urban design outcomes
 - e. Utilise landscaping to enhance the appearance of the development and integrate the site with adjoining land-uses and the streetscape
 - f. Provide appropriately for the movement of cycles and pedestrians into, through and within the site in a manner that is safe, convenient and attractive, and which has regard to the potential significance of the site as part of an around Lake Pupuke link for recreational walkers and cyclists
 - g. Provide appropriately for the movement of vehicles into, through and within the site, having regard to the effects of traffic on the adjoining road network

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- h. Protect those geological features of most significance, and where practicable require that they are available for future study.
- 7. Enable a mixture of uses to establish within the sub-precinct, including residential and commercial activities.
- 8. Encourage the establishment of businesses providing medical related goods and services to reflect the proximity of North Shore Hospital to the sub-precinct and to limit the total floor area of general (non-medical related) office and retail development in recognition of the potential adverse effects of such activities on nearby town centres.
- 9. Provide the opportunity for a single landmark building to be located within a defined area close to Northcote Road.
- 10. Encourage the use of alternative modes of travel through the preparation of travel management plans and the inclusion of facilities that support cycling and walking.

Sub-precinct B

- 11. Require any framework plan developed for Sub-precinct B to demonstrate how development will be undertaken to achieve a high quality design, create good on site amenity standards for the residential units, and relate appropriately to the context of the sub-precinct and the surrounding neighbourhood, including the location of the sub-precinct adjoining Lake Pupuke, and in particular to:
 - a. Create a safe and attractive residential environment
 - b. Achieve an attractive built environment
 - c. Mitigate the adverse effects of development on the adjoining residential area
 - d. Avoid adversely affecting the amenity and environmental values of Lake Pupuke
 - e. Create an appropriate relationship with Northcote Road, including creating a landscaped buffer between buildings and the upper edge of the bluff.
- 12. Provide for the establishment of a range of residential types (from single houses to apartments) in an integrated development with a high level of residential intensity.

Sub-precinct A

- 13. Provide for a wide range of primarily medical related business activities, including offices for businesses providing medical related goods and services, reflecting the location of the site in close proximity to North Shore Hospital, but with limitations on the nature and extent of retail and general office activities to ensure that the role and function of other nearby business centres, including the Takapuna Metropolitan Centre is not compromised.
- 14. Limit the area occupied by offices associated with non-medical related business activities utilising techniques such as activity status, floor area limitations and sequencing.
- 15. Provide for residential activities, including apartments and retirement villages, with good standards of on-site amenity.
- 16. Require development and the framework plan to protect the amenities of adjoining residential zoned land, the streetscape amenity of Northcote Road and Rangitira Avenue and the visual amenity of Lake Pupuke by:
 - a. in close proximity to residential zone boundaries and in the vicinity of Rangitira Avenue, limit development to a maximum of 4 levels

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- b. providing for taller buildings outside the residential and Rangitira Road interface
 - c. requiring landscaping be provided to create an attractive on site amenity and enhance the appearance of development as viewed from roads and adjoining residential areas, including the provision of landscaped yards.
17. Encourage the use of alternative modes of travel supported including facilities that support cycling and walking.
 18. Provide pedestrian and cycle routes into and through the site and the provision of a public access (both pedestrian and cycle) between Rangitira Avenue and Northcote Road that is integrated with the development.

Sub-precinct B

19. Provide for the establishment of a range of residential types (from single houses to apartments) in an integrated development with a high level of residential intensity overall and a high standard of residential amenity.
20. Require the scale and form of development to be appropriate for the location of the development on the site and not adversely affect the amenity values of Lake Pupuke.
21. Require development to not significantly diminish the amenity and character of surrounding sites and Northcote Road.

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5.47 Takapuna 1

The objectives and policies of the underlying Metropolitan Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Takapuna 1 precinct incorporates the central area of Takapuna.

Takapuna benefits from a coastal setting and includes a mix of commercial and residential activities. The built form is characterised by human scale building frontages along the main shopping streets and large towers set away from the coast. The purpose of the precinct is to enable development that creates a quality built environment that complements coastal character and supports the revitalisation of the beachfront environment.

The precinct comprises sub-precincts A to E and a variety of maximum building heights are imposed across each of them. This ranges from an unlimited height in the area west of Lake Road to three and five-storey development towards the beachfront. This precinct also includes frontage and buildings setbacks and encourages through site links.

Objective

The objectives are as listed in the Metropolitan Centre zone in addition to that specified below:

1. The coastal setting is respected while providing opportunities for growth and the development of a quality built environment.

Policies

The policies are as listed in the Metropolitan Centre zone in addition to those specified below:

1. Avoid development that visually dominates or overshadows the beachfront area and esplanade reserve by requiring development within the height controls and to be subject to specific design assessment criteria.
2. Require a graduation of building heights, including a stepped building height approach between Hurstmere Road and the beachfront, to maintain the beach front environment whilst enabling tall development in less sensitive areas.
3. Encourage development to provide pedestrian linkages to and through the precinct that integrates with the public realm and are attractive and safe.

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5.48 Takapuna 2

The objectives and policies of the underlying Terrace Housing and Apartment Building zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Takapuna 2 precinct applies to approximately 12.4ha of land on the western fringe of the Takapuna metropolitan centre. The precinct is bounded by Auburn Street on the north east, Huron Street and the upper reaches of Shoal Bay on the south east, Pupuke Road on the south west and Killarney Street on the north west.

The precinct is located on the fringe of the Takapuna Metropolitan Centre and is suitable for a significant amount of high quality residential development including commercial activities on the ground floor of buildings in some areas. The precinct also acts as a gateway into Takapuna and must provide a high quality environment while not constraining the further development of key transport linkages into Takapuna.

Intensification within the precinct provides a unique opportunity to provide a visual and physical connection from the Coastal Marine Area (CMA) and Auburn Reserve to Killarney Park and Lake Pupuke. The precinct encourages development to provide a laneway by allowing additional development if a suitable laneway is provided.

The major challenge for the precinct is to consistently apply its design principles across the fragmented, small landholdings. Site amalgamation will ordinarily be essential. Development sites having a scale of around 40m wide and 30 to 40m deep are needed to achieve appropriately dense residential living and good design outcomes.

The urban design of development is the critical issue for the precinct, not its density.

The purpose of the precinct is therefore to:

- Promote high quality development
- Incentivise the provision of a laneway connecting Auburn Reserve to Killarney Park
- Promote street to street and 'perimeter block' style residential development
- Incentivise site amalgamation
- Provide a wider front yard along Anzac Street to assist its function as a gateway to Takapuna and mitigate the effects of increased height and residential intensity in the precinct.

Objectives

1. The objectives are as listed in the Terrace Housing and Apartment Buildings zone except as specified below.
2. A high quality, intensive urban neighbourhood is developed.
3. Building form and land use appropriately transitions from the Takapuna central metropolitan area down to the residential areas further west.
4. An interesting, high density neighbourhood with high levels of interest and functionality is achieved.
5. Auburn Reserve is connected to Killarney Park by a mid-block laneway across two blocks of land, Killarney Street to Lomond Street and Lomond Street to Anzac Street that provides visual connectivity and physical access.
6. Anzac Street provides an upgraded arterial transport corridor and a high quality gateway into Takapuna.
7. Perimeter block forms, that frame and address the street, characterise the neighbourhood and in

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particular Anzac Street. Perimeter block forms visually link to the Barrys Point Road business area.

8. A spacious high quality pedestrian environment along Anzac Street offsets:
 - a. increased pedestrian needs arising from higher intensity residential and commercial activities
 - b. potential dominance from increased building height along Anzac Street.

Policies

The policies are as listed in the Terrace Housing and Apartment Buildings zone except as specified below.

Activities

1. Enable limited retail and office activities on the ground floor of specified locations while not undermining Takapuna's commercial functionality or the precinct's predominantly residential character.
2. Integrate non-residential activities to minimise adverse and reverse sensitivity effects.
3. Provide separate residential and non-residential entrances.

Comprehensive developments

4. Enable the highest intensities of development where:
 - a. sites are amalgamated
 - b. perimeter block forms that frame and address the precinct's streets are formed
 - c. the number of vehicle crossings are minimised, particularly on Anzac Street
 - d. a mid-block laneway connecting Auburn Reserve to Killarney Park is provided and integrated with any other part of such a laneway.
5. Provide for smaller parent sites to be developed where:
 - a. excellence in design is achieved
 - b. perimeter forms of development remain viable on adjoining sites, and
 - c. a consistent grain of development parallel to streets is achieved.
6. Avoid forms of development that could discourage more intensive forms of development on amalgamated sites.

Laneway (Anzac Street to Killarney Park)

7. Allow extra storeys on the basis of 3:1 GFA bonus and floor space provision only where a north-west to south-east shared space laneway is created that:
 - a. provides a street to street connection (either Killarney Street to Lomond Street or Lomond Street to Anzac Street)
 - b. provides direct access, primarily for pedestrians and cyclists
 - c. integrates pedestrian and cyclist connectivity across other parts of the laneway
 - d. integrates with development so that development addresses the laneway as if it were a road.
8. Maximise visual connectivity and achieve the most convenient access between Auburn Reserve and Killarney Park.
9. Avoid two laneways in the same block.

Building Layout

10. Require development to be oriented along the street, in an east-west (perimeter block) form, with

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outlooks generally north and south.

11. Avoid long lengths of building parallel to the street, unless broken by vertical articulation and or generous side yards.
12. Require space between buildings to be maintained to:
 - a. allow sunlight access to the street and adjacent sites
 - b. enable trees and landscaping to be established between buildings.

Building design

13. Require high levels of on-site amenity, visual and aural privacy, and security for occupiers within buildings.
14. Require buildings to form part of a high quality, high density environment that optimises the benefits to residents and public.
15. Require buildings above four storeys to achieve design excellence.

Area-based policies

16. Provide for development in delineated areas shown in [Precinct plan 1](#) that is:
 - a. four to six storey in Areas A, B and C to reflect their location closer to central Takapuna
 - b. eight storeys in Area D, due to its proximity to the Metropolitan Centre,
 - c. six or eight storeys in Areas A, B and C as a bonus where the laneway or rear only access is created and there is no vehicle access to Anzac Street.

Anzac Street

17. Minimise the number of vehicle crossing points onto Anzac Street through:
 - a. multi-site developments
 - b. obtaining vehicle access via minor roads or rear access lanes where feasible.
18. Balance the dominance of taller buildings and higher demand for pedestrian space that increased density creates by:
 - a. providing a consistent and improved streetscape
 - b. allowing public use of the first 2m of the front yard within Area C along Anzac Street.
19. Require low fences along the Anzac Street frontage of Area C, that enables casual surveillance of the street and provides a moderate transition between the public and private environments.
20. Require residential ground floor activities fronting Anzac Street and adjacent to the laneway to be elevated in order to provide greater residential privacy and surveillance of public spaces.
21. Require a safe living environment for ground floor apartments along Anzac Street frontage to the laneway while still allowing for interaction with the street and lane.
22. Require that buildings fronting, but having no vehicle access to Anzac Street, are limited to 6 storeys but may be up to 8 storeys in height where they:
 - i. demonstrate unusual site or locational circumstances within the precinct
 - ii. demonstrate design excellence and have endorsement from the urban design panel
 - iii. provide good visual and or physical integration with buildings on adjoining sites for floors above 4 storeys where side yard setbacks are less than 6m

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- iv. provide for a perimeter block layout and:
 - will not compromise the development potential of adjoining sites and
 - will not compromise residential amenity to units on adjoining sites

Amalgamation of sites

- 23. Allow a staged approach to building perimeter block forms through allowing no side yards where the following outcomes can be appropriately achieved:
 - a. building design encourages and does not detract from achieving 'perimeter block' forms in the locality, and particularly on adjoining sites
 - b. the length, height, articulation and detailing of boundary walls maintains:
 - i. practical development opportunities
 - ii. high levels of on-site amenity
 - iii. high-quality outlooks, even once adjoining sites are developed with no side yard
 - c. visible boundary walls provide visual interest
 - d. the minimum setbacks on other boundaries and above ground floor levels are achieved.

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5.49 Te Arai North

The objectives and policies of the underlying Rural Coastal zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Te Arai North precinct contains 616ha of coastal land north of Te Arai Point, generally known as Mangawhai North Forest. The precinct forms part of the Treaty settlement between the Crown and Te Uri o Hau under the Te Uri o Hau Claims Settlement Act 2002. The land was purchased by Te Uri o Hau as part of the commercial redress component of their settlement. The land is within the rohe of Te Uri o Hau and is legally described as Lots 1-5 DP 453130.

The precinct maintains some existing subdivision and land use development opportunities. Development is to be managed in a way that continues to protect and enhance the particular values of the land. The precinct exhibits high quality landscape, biodiversity, and coastal character values. The precinct seeks to protect and enhance these values while providing for a few rural residential, commercial, recreation and conservation activities.

Objectives

The objectives are as listed in the Rural Coastal zone except as specified below:

1. The natural, coastal, non-urban and remote character of the Mangawhai to Pakiri (J Greenwood Road) coastline and related inland area on the east coast is protected.
2. The high value landscapes and significant natural areas and features, including streams, rivers, lakes, estuaries, harbours and wetlands within the precinct are protected and enhanced wherever possible.
3. Native biodiversity is managed, protected and enhanced by avoiding, remedying or mitigating adverse effects of subdivision, land use and development.
4. Riparian margins are managed, protected and enhanced by avoiding, remedying or mitigating adverse effects of subdivision, land use and development.
5. Limited development opportunities consistent with those existing at the time the Crown and Te Uri o Hau signed the Treaty settlement are provided.
6. The sustainable management of natural and physical resources is promoted in a manner which recognises and provides for the relationship of Māori and their culture and traditions with their ancestral lands, water, significant sites, waahi tapu and other taonga.

Policies

The policies are as listed in the Rural Coastal zone except as specified below:

1. Retain the remote and non-urban character of the precinct, by limiting subdivision and discouraging extensive urban settlement or permanent activities which would draw large numbers of people to the site or introduce significant urban elements to the precinct.
2. Protect and wherever possible, enhance the high quality landscapes in the precinct; in particular the coastline, dunelands and inland backdrop from Mangawhai to Pakiri (J Greenwood Road).
3. Protect features and areas of high natural environmental value or high landscape value and wildlife habitats including riparian vegetation through controls on:
 - a. earthworks and
 - b. bush and vegetation removal and
 - c. limitations on activities and subdivision.
4. Protect the high quality landscape by limiting the location, nature and scale of buildings within the precinct.

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5. Protect the quality of water and aquatic habitat along the sea coast by limiting activities such as earthworks, bush and vegetation removal.
6. Avoid adverse effects upon streams, rivers and wetlands, and wherever possible enhance and revitalise these areas by excluding grazing animals through fencing and undertaking replanting of riparian areas.
7. Avoid adverse effects of land use and development on threatened or at risk species, indigenous ecosystems and vegetation types that are threatened or are natural.
8. Protect the natural functioning of waterways and the coastal processes occurring within the precinct by limiting activities such as earthworks, bush and vegetation removal, siting of buildings, and landform modifications in close proximity to the coast.
9. Mitigate the adverse effects of subdivision, development and land use activities by enhancing and restoring native habitats and ecosystems when it would provide the following:
 - a. significant linkages between significant areas of native bush, wetland, scrubland and dunelands and
 - b. enhancement of an area which is already significant in terms of bush or natural values or
 - c. significant restoration or enhancement of areas which are largely depleted, highly modified or destroyed in terms of native biodiversity and
 - d. compensation, mitigation or remediation to off-set the adverse effects of subdivision or development in circumstances where subdivision can occur without adverse effects on natural features, rural character, special character, or amenity values present in an area.
10. Continue the existing rural based activities while protecting adjoining native bush, streams and rivers and wildlife habitats, and maintenance of amenity values within the precinct.
11. Provide for uses that are appropriate to the precinct's coastal location and coastal rural character while allowing for limited commercial development opportunities and conservation and recreation outcomes.
12. Provide for limited opportunities for subdivision, where the outcomes of other precinct policies can be achieved along with:
 - a. the protection of significant natural areas
 - b. the creation of additional significant public reserve land
 - c. dwelling sites on Māori land
 - d. significant enhancement planting.
13. Encourage significant conservation and public benefit outcomes to occur as a result of development of the precinct.

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5.50 Te Arai South

The objectives and policies of the underlying Rural Coastal zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Te Arai South precinct contains approximately 753ha of coastal land south of Te Arai Point, generally known as Mangawhai South Forest. The precinct forms part of the Treaty settlement between the Crown and Ngati Manuhiri. The land was purchased by Ngati Manuhiri as part of the commercial redress component of their settlement. The land is within the rohe of Ngati Manuhiri and is legally described as Lots 1-3 DP138522.

The precinct maintains some existing the subdivision and land use development opportunities. Development is to be managed in a way that continues to protect and enhance the particular values of the land. The precinct exhibits high quality landscape, biodiversity, and coastal character values. The precinct seeks to enhance these values while providing for a few rural residential, commercial, recreation and conservation activities.

Objectives

The objectives are as listed in the Rural Coastal zone except as specified below:

1. The natural, coastal, non-urban and remote character of the Mangawhai to Pakiri (J Greenwood Road) coastline and related inland area on the east coast is protected.
2. The high value landscapes and significant natural areas and features, including streams, rivers, lakes, estuaries, harbours and wetlands within the precinct are protected and enhanced wherever possible.
3. Native biodiversity is managed, protected and enhanced by avoiding, remedying or mitigating adverse effects of subdivision, land use and development.
4. Riparian margins are managed, protected and enhanced by avoiding, remedying or mitigating adverse effects of subdivision, land use and development.
5. Limited development opportunities consistent with those existing at the time the Crown and Ngati Mauhiri signed the Treaty settlement are provided.
6. The sustainable management of natural and physical resources is promoted in a manner which recognises and provides for the relationship of Māori and their culture and traditions with their ancestral lands, water, significant sites, waahi tapu and other taonga.

Policies

The policies are as listed in the Rural Coastal zone except as specified below:

1. Retain the remote and non-urban character of the precinct, by limiting subdivision and by discouraging extensive urban settlement or permanent activities which would draw large numbers of people to the site or introduce significant urban elements to the precinct.
2. Protect and wherever possible, enhance the high quality landscapes in the precinct; in particular the coastline, dunelands and inland backdrop from Mangawhai to Pakiri (J Greenwood Road).
3. Protect features and areas of high natural environmental value or high landscape value and wildlife habitats including riparian vegetation through controls on:
 - a. earthworks
 - b. bush and vegetation removal and
 - c. activities and subdivision.
4. Protect the high quality landscape by limiting the location, nature and scale of buildings within the precinct.
5. Protect the quality of water and aquatic habitat along the sea coast by limiting activities such as

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earthworks, bush and vegetation removal.

6. Avoid adverse effects upon streams, rivers and wetlands, and wherever possible enhance and revitalise these areas by excluding grazing animals through fencing and undertaking replanting of riparian areas.
7. Avoid adverse effects of land use and development on threatened or at risk species, indigenous ecosystems and vegetation types that are threatened or are natural.
8. Protect the natural functioning of waterways and the coastal processes occurring within the precinct by limiting activities such as earthworks, bush and vegetation removal, siting of buildings, and landform modifications in close proximity to the coast.
9. Mitigate the adverse effects of subdivision, development and land use activities by enhancing and restoring native habitats and ecosystems when it would provide the following:
 - a. significant linkages between significant areas of native bush, wetland, scrubland and dunelands and
 - b. enhancement of an area which is already significant in terms of bush or natural values or
 - c. significant restoration or enhancement of areas which are largely depleted, highly modified or destroyed in terms of native biodiversity and
 - d. compensation, mitigation or remediation to off-set the adverse effects of subdivision or development in circumstances where subdivision can occur without adverse effects on natural features, rural character, special character, or amenity values present.
10. Continue the existing rural based activities while protecting adjoining native bush, streams and rivers and wildlife habitats, and maintenance of amenity values enjoyed within the precinct.
11. Provide for uses that are appropriate to the precinct's coastal location and coastal rural character while allowing for limited commercial development opportunities and conservation and recreation outcomes.
12. Provide for limited opportunities for subdivision, where the outcomes of other precinct policies can be achieved along with:
 - a. the protection of significant natural areas
 - b. the creation of additional significant public reserve land
 - c. dwelling sites on Māori land
 - d. significant enhancement planting.
13. Encourage significant conservation and public benefit outcomes occur as a result of development of the precinct.

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5.51 Waimana Point

The objectives and policies of the underlying Large Lot zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Waimana Point precinct is located at the northern end of the Mahurangi Peninsula, between Algies Bay and Goldsworthy Bay.

The purpose of the precinct is to ensure that development will not compromise the natural features of this prominent point. Future subdivision and associated services must be done in accordance with [Precinct plan 1](#).

Objective

The objectives are as listed in the Large Lot zone in addition to that specified below:

1. The landscape and natural character values of Waimana Point headland is protected.

Policy

The policies are as listed in the Large Lot zone in addition to that specified below:

1. Locate and design development to minimise the visual impact of buildings, roads and earthworks on Waimana Point and retain landscape and natural character values.

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5.52 Waimauku

The objectives and policies of the underlying Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Waimauku precinct is located to the northwest of the Waimauku township.

The Waimauku precinct aims to retain Renall's Hill as an attractive backdrop to the Waimauku Township.

Renall's Hill is a pronounced shallow hillside dome up to 70 metres high, and is characterised by extensive open agricultural land use, with isolated stands of native vegetation and few farm buildings. The hill is defined by the Waimauku Stream and the Kaipara River Valley along its eastern and northern boundaries, and SH16 to its south. The northern part of Waimauku is nestled at its foot.

The precinct identifies two building restriction areas shown in [Precinct Plan 1](#) (in Part 3, Precinct Rules) where resource consents are required for all new buildings, additions and alterations.

The extent of building restrictions has been defined through the establishment of two view shafts: one at the eastern entrance to the township (township entrance viewpoint) and another established within an elevated viewpoint within the township (township viewpoint). These viewpoints are shown in [Figure 1](#) (in Part 3, Precinct Rules).

Objective

The objectives are as listed in the Rural Production zone in addition to the objective specified below:

1. The open agricultural character of Renall's Hill as the backdrop to the northwest boundary of Waimauku is maintained.

Policies

The policies are as listed in the Rural Production zone in addition to those specified below:

1. Avoid buildings which are easily viewed from within the Waimauku township and from the eastern entrance to the township from State Highway 1.
2. Control buildings over the ridge where buildings may be visible from the township.

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5.53 Waitematā Gun Club

The objectives and policies of the underlying Public Open Space – Sport and Active Recreation zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Waitemata Gun Club precinct applies to the long-established gun club in Kumeu. The purpose of the Waitemata Gun Club precinct is to enable the on-going use of this national and regionally important recreational facility, while protecting the amenity of surrounding rural and countryside living properties. This is achieved through specific controls regarding noise and hours of operation.

Objectives

The objectives are as listed in the Public Open Space - Sport and Active Recreation zone except as specified below:

1. Existing gun club facilities are managed to provide for their on-going use and further development.

Policies

The policies are listed in the Public Open Space – Sport and Active Recreation zone except as specified below:

1. Enable gun club activities and associated development within the precinct.
2. Require the effects of noise on surrounding residents to be managed to an appropriate level through setting reasonable noise controls and hours of shooting.

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5.54 Waiwera

The objectives and policies of the underlying Mixed Use zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

This precinct recognises the importance of Waiwera as a regional tourist attraction. The Waiwera precinct applies to land on the seaward side of Waiwera Place at Waiwera, and includes the site of an existing hotel (Sub-precinct A) and the land occupied by the hot pools (Sub-precinct B).

The Waiwera precinct allows for the expansion of existing commercial activities in the area to include a wide variety of tourist, recreational, and conference activities. The precinct is surrounded by a residential zone. Activities include night time gatherings, some involving music, with noise generated by people and vehicles leaving late at night, affecting the amenity value of adjoining residential sites. Particular emphasis is given to maintaining the amenity values of the adjoining sites, and on the wider coastal environment.

Objectives

The objectives are as listed in the Mixed Use zone in addition to those specified below:

1. The ongoing operation and further development of the hotel and tourist related activities.
2. The natural coastal and landscape values of the area are protected.
3. Residential amenity of surrounding land is maintained.

Policies

The policies are as listed in the Mixed Use zone in addition to those specified below:

1. Provide for the continued operation and expansion of existing commercial activities.
2. Require activities within the precinct to be designed and located so that adverse visual effects on the coastal environment are avoided, remedied and mitigated.
3. Require activities within the precinct to be designed and located so that adverse effects on adjoining sites are avoided, remedied or mitigated.
4. Restrict permanent accommodation within the precinct.

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5.55 Warkworth 1

The objectives and policies of the underlying General Business zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The precinct applies to an area of land located on the western and eastern sides of Mansel Drive, off Woodcocks Road in Warkworth. It is commonly referred to as Stockyard Falls. The site is relatively flat with a gradual slope to the north to the banks of the Mahurangi River. The precinct includes five sub-precincts (Areas A to E). The location of these is identified on [Figure 1: Warkworth 1 sub-precincts](#) (refer Part 4.5.3.6).

The purpose of the precinct is to provide for a retail and light industrial centre containing large retail outlets designed to complement the retail activities in the Warkworth town centre. A range of retail, commercial services, industrial and community activities that comply with the development controls are provided for where building and development are in accordance with an approved framework plan. Activities that would have significant adverse effects on Warkworth town centre are restricted or excluded. The scale of the development is managed by limiting the area used for retail and other purposes to 25,300m² gross leasable area (GLA) with an increase to 30,000m² provided for as a discretionary activity. The design of development within this zone is expected to integrate and enhance the relationship of buildings to each other and to the public realm. The surrounding locality is characterised by light industrial and service activity to the south east, Mahurangi College to the east, residential development along the southern fringe of Woodcocks Road, a retirement village on the western side of Mansel Road and small to medium sized rural landholdings elsewhere.

Objectives

The objectives are as those for the General Business zone in addition to those specified below:

1. Retail activities in the precinct area are at a scale that will not detract from the vitality and viability of the Warkworth town centre.
2. Development occurs in an integrated manner achieving efficient use of land.

Policies

The policies are as listed in the General Business zone in addition to those specified below:

1. Limit the overall scale of development in the precinct and set specific limits for retail and commercial services.
2. Encourage development and subdivision to be considered within the context of an overall framework plan for the precinct.
3. Encourage consultation with any other owner of land within the precinct or sub-precinct when preparing a framework plan.
4. Require a framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct.
 - b. any other neighbouring land within the sub-precinct and surrounding environment.

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5.56 Warkworth 2

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

This precinct applies to an area of land located near Hauti Drive and Blue Gum Drive in Warkworth and is referred to as The Grange. The western boundary of the precinct adjoins State Highway 1. The Warkworth 2 precinct is shown on [Precinct Plan 1](#). Extensions to Hauti Drive and Blue Gum Drive are required to service the development provided for in this precinct.

The purpose of the precinct is to provide for retail activities of a type and at a scale that will complement, rather than detract from, the retail activities in the Warkworth town centre. The precinct also provides for a specified amount of residential development in recognition of the location of the precinct and its proximity to land zoned residential or future urban.

Objectives

1. The objectives are as listed in the Light Industry zone in addition to those specified below.
2. Retail activities are provided for in the precinct of a type and at a scale that will not detract from the vitality and viability of the Warkworth town centre.
3. A compatible mix of retail and residential activities are provided for.

Policies

The policies are as listed in the Light Industry zone in addition to those specified below.

1. Limit the range and scale of retail activities within the precinct
2. Provide for a limited amount of residential development at above ground floor levels within the precinct.
3. Require a good standard of amenity given the location of the precinct close to the entry to Warkworth town centre and adjacent to residential and future residential zoned land.

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5.57 Warkworth 3

The objectives and policies of the underlying Town Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of this precinct is to protect the character of the older parts of the town centre by requiring new development to be of a compatible scale. The historical establishment of the Warkworth Town Centre has resulted in a fine grained retail area (i.e. generally small boutique shops with narrow frontages) with a human scale that contributes strongly to the amenity values and characteristics associated with this area. While it may be appropriate to construct buildings with larger floor areas, it is the length of frontage and floor area of individual business activities that contribute to or impacts upon these characteristics, i.e. narrower frontages and smaller floor areas either as separate buildings or as business premises within a larger building.

The precinct has been split into three sub-precincts. Sub-precinct A has been identified as a core expansion area. Sub-precinct B contains the core of the town centre's retailing and related commercial activities and lies in the older areas near the Mahurangi River. Sub-precinct C includes the balance of the existing retail area on the fringe of the Warkworth town centre where activities such as offices, visitor accommodation and smaller scale retail activities are considered appropriate.

In a wider context, it is anticipated that, in general, larger format retail stores will locate outside the town centre area in other areas that have been appropriately zoned, such as at the Warkworth 1 precinct and Warkworth 2 precinct.

Objective

The objectives are as listed in the Town Centre zone in addition to that specified below:

1. The special values existing in the Warkworth town centre, in particular the character that results from the small and fine grained nature of the core retail area and the location of the town adjacent to the river are retained and enhanced.

Policie

The policies are as listed in the Town Centre zone in addition to those specified below:

1. Manage the scale and character of buildings, scale of activities, and the frontage and floor area of business premises so as to:
 - a. protect and enhance the human scale and the fine grained nature of the Warkworth town centre area
 - b. recognise the different amenity values in different parts of the centre
 - c. complement large format retail and trade supplier activities in other suitably zoned Warkworth locations.

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5.58 Weiti

The objectives and policies of the underlying Rural and Coastal Settlement and Rural Conservation zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

This precinct applies to land area located between the Weiti (Wade) River to the north, Okura River to the south and East Coast Road to the west. The land also bounds a portion of the Penlink designation in the north-west, and encompasses approximately 860ha.

The precinct is an important landscape area and contributes to achieving the maintenance of a greenbelt between the north shore and the urban extent of the Hibiscus Coast.

A purpose of the precinct is to provide for an intensive village settlement while protecting the greenbelt and open space character of the area. Comprehensively Designed Development is provided for in Areas 4 and 5 of sub-precinct B. Within a Comprehensively Designed Development the design of buildings, activities, their layout, access and relationship to one another and their neighbours must be planned as a cohesive whole.

The precinct controls also protect the landscape, skyline and coast from development when viewed from the Long Bay Regional Park, East Coast Road and Whangaparaoa Peninsula. The precinct contains significant ecological areas that are to be enhanced by additional planting.

Weiti has three sub-precincts as shown in [Precinct Plan 1](#).

1. Sub-precinct A – Karepiro. The sub-precinct has larger site sizes, provides for residential activities and has an underlying zone of Rural and Coastal Settlement.
2. Sub-precinct B – Village. The sub-precinct provides for a mix of commercial and residential activities in close proximity at its centre, with lower intensity residential activities towards its edges. The sub-precinct has an underlying zone of Rural and Coastal Settlement.
3. Sub-precinct C - Conservation and forestry. The sub-precinct forms the balance of the area. It provides for activities that are consistent with the open space character including conservation, outdoor recreation and small scale forestry activities. This sub-precinct has an underlying zone of Rural Conservation.

All development within the precinct is required to be in accordance with the Weiti precinct plan ([Precinct Plan 1](#)) and the controls applying to the sub-precinct. Development within sub-precinct A is also managed by the Weiti sub-precinct A plan ([Precinct Plan 2](#)) and development within sub-precinct B is also managed by the Weiti sub-precinct B plan ([Precinct Plan 3](#)).

Objectives

The objectives are as listed in the underlying zones except as specified below:

1. The greenbelt and vegetated cover in the area between the Okura River and the urban Hibiscus Coast is maintained.
2. The landscape, skyline and coast are protected from development when viewed from Long Bay Regional Park, East Coast Road and the Whangaparaoa Peninsula.
3. Comprehensive residential development is enabled only within sub-precinct A – Karepiro and sub-precinct B – Village.
4. A limited range of outdoor recreation activities are enabled.
5. Key natural and heritage features and the distinctive character of the precinct are protected from

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inappropriate subdivision and development.

6. Phased and progressive enhancement and expansion of existing significant ecological areas is required and their long term preservation and management is ensured.
7. Subdivision and creation of additional sites within sub-precinct C – Conservation and forestry is prohibited unless required for essential infrastructure and a limited range of activities.
8. A pattern of ownership and a management regime are enabled which preserve the integrity and character of sub-precinct C – Conservation and forestry in perpetuity.
9. Defined communities and neighbourhoods are created in identified locations.
10. Adequate and appropriate land for public open space is provided and these areas are treated as integrated features in any sub-precinct B – Village development.
11. Public access within the precinct and to and along the Coastal Marine Area, rivers and adjoining public reserves is enabled and managed.
12. A limited scale of retail and business activities appropriate to support the needs of residents of the precinct is enabled in identified locations.
13. Adverse effects of land modification, development and land use activities on the natural environment, including landform, water courses, significant vegetation and the Coastal Marine Area are avoided, remedied or mitigated.
14. Adverse effects of stormwater runoff during and after development are avoided.
15. Appropriate wastewater and water infrastructure is provided to development.
16. Adverse effects are not created on the surrounding road network.

Policies

General

1. Enable the development of up to 1200 dwellings.
2. Require development to take place in accordance with [Precinct Plan 1](#).
3. Maintain a greenbelt between the Okura River and urban Hibiscus Coast by preserving most of the site as sub-precinct C – Conservation and forestry.
4. Enable activities of a nature, scale, intensity and location which allow the greenbelt to be retained.
5. Require subdivision and land use activities to be carried out in a manner which avoids the adverse effects of stormwater runoff on receiving environments.
6. Require subdivision and activities to be connected to a public reticulated wastewater system.
7. Require subdivision and activities to be connected to a public reticulated water system.
8. Subdivision and activities should not have adverse effects on the surrounding road network.
9. Require activities to be carried out on a manner which avoids adverse effects on the native flora and fauna of the precinct and the adjoining coastal environment.

Sub-precinct A - Karepiro

10. Enable clustered residential development with a maximum of 150 dwellings while having regard to:
 - a. the visual impact of dwellings when viewed from outside the site, particularly from outside the precinct including the coastline
 - b. the phasing of the removal of existing pine trees and establishing alternative native vegetative

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planting as an integral component of the development of this residential sub-precinct

- c. managing the potential effects of development on the surrounding natural values of the Okura Department of Conservation Reserve, Okura Estuary and Marine Reserve, Karepiro Bay and Weiti River.
11. Require buildings to be located and designed to avoid, remedy or mitigate adverse effects on the landscape, particularly having regard to:
 - a. significant ridgelines
 - b. views from the Coastal Marine Area
 - c. views from a public road or other public place outside the precinct.
12. Provide and maintain public access to Karepiro Bay as well as the public toilet facilities shown noted in [Precinct Plan 1](#).
13. Require the integration of sites and landscape values through the provision of a landscape plan for sub-precinct A – Karepiro.
14. Require infrastructure to be suitable to the location's key natural features and to the built form surrounding the development to avoid adverse effects on amenity values.

Sub-precinct B - Village

15. Enable the development of up to 1050 dwellings.
16. Enable higher intensity development around activity centres, such as shops and parks, and adjacent to potential passenger transport routes and places of high amenity value.
17. Enable small scale commercial activities that assist in providing for the daily needs of residents within the wider precinct where located in general accordance with [precinct plan 3](#).
18. Enable a variety of section sizes and building types in order to create interest, diversity and choice.
19. Require roads, including footpaths and berms to be designed to achieve a highly connected road network providing for range of transport modes including cars, cycles, pedestrians and public transport in general accordance with [Precinct Plan 1](#).
20. Require the design of the parks and civic areas to enhance accessibility, including plaza areas, pedestrian areas and seating.
21. Prevent large floor plate retailers from establishing and ensure that they are limited by means of the delineation of the extent of commercial land use and buildable area.
22. Require buildings to be constructed within minimum and maximum heights and particularly discourage single storey buildings within Areas 4 and 5 on [Precinct Plan 3](#).
23. Enable a dense village environment to be created, having regard to the need to manage stormwater flows and water quality on downstream catchments.
24. Provide for roads within sub-precinct B to be constructed in accordance with [Precinct Plan 3](#).

Sub-precinct C – Forest and Conservation

25. Avoid subdivision and development and require permanent protection except for activities associated with recreation, forestry, farming, conservation, heritage or education.
26. Require the land identified as additional Department of Conservation and council reserves in [Precinct Plan 1](#) to be provided to council or the Department of Conservation for public open space at the time of the first subdivision in sub-precinct B - Village.

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27. Require the establishment of a network of walkways in [Precinct Plan 1](#) that are accessible to the public and that connect with the existing coastal walkway.
28. Require buildings to be located and designed to avoid, remedy or mitigate adverse effects on the landscape, particularly having regard to:
 - a. significant ridgelines
 - b. views from the Coastal Marine Area
 - c. views from a public road or other public place outside the precinct.
29. Enable outdoor recreation, conservation, forestry, and related educational activities, rural and forestry activities in general accordance with [Precinct Plan 1](#).
30. Enable the establishment of a golf course and accessory buildings.
31. Require the staged native vegetation enhancement planting in [Precinct Plan 1](#) at the time of the first subdivision in sub-precinct B – Village.

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6 South

6.1 Ardmore 1

The objectives and policies of the underlying Special Purpose Airport zone do not apply in the following precinct. Refer to planning maps for the location and extent of the precinct.

Precinct description

Ardmore Airport is recognised as existing significant infrastructure. Private operators, such as Ardmore Airport, are identified as being the key agencies involved in delivering infrastructure to Auckland. The objectives, policies and rules for the Ardmore 1 precinct override those for the Special Purpose Airport zone.

To make efficient and viable use of vacant land, this precinct can meet a small portion of the projected industrial land demand in south Auckland, which can be supported by existing infrastructure. Other non-aviation activities can also be accommodated in the precinct to provide for the needs of visitors, employees and businesses located at the airport, within specified limits. These limits are necessary to protect the long term growth and development of the airport, and maintain the amenity values of adjoining rural and urban areas.

Objectives

The objectives for this precinct are those listed below. The objectives in the Special Purpose Airport zone do not apply.

1. The efficient use and development of the land and operational facilities at Ardmore Airport is enabled.
2. The development of Ardmore Airport is managed to maintain the amenity values of adjoining rural and urban areas.
3. Ardmore Airport is protected from reverse sensitivity effects.
4. The positive effects arising from the operation of Ardmore Airport are recognised and its continued development to meet future demand is enabled.

Policies

The policies for this precinct are those listed below. The policies in the Special Purpose Airport zone do not apply.

1. Provide for activities related to the operation of Ardmore Airport.
2. Provide for activities associated with the needs of visitors, employees and businesses located at the airport.
3. Enable a limited range of non-aviation activities, where these activities do not hinder the long term growth and development of the airport.
4. Prevent the establishment of residential activities within the airport.
5. Require development of the airport to be of a high standard of amenity through the layout and placement of buildings, car parking, access and landscape elements.

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6.2 Ardmore 2

The objectives and policies of the underlying Special Purpose Airport zone do not apply in the following precinct. Refer to planning maps for the location and extent of the precinct.

Precinct description

Village Way, Ardmore is a cul-de-sac lying immediately to the west of Ardmore Airport which contains 24 residential sites. Its underlying zoning is the Special Purpose Airport Zone, which provides for specialised aviation related activities. The Ardmore 2 precinct applies to the 24 Village Way residential sites while a separate precinct, the Ardmore 1 precinct, applies to remainder of the Special Purpose Airport Zone at Ardmore.

The purpose of the Ardmore 2 precinct is to protect the residential character of the properties in Village Way, while not unduly restricting the operations of Ardmore Airport.

The Ardmore 2 precinct is within the Aircraft Noise overlay. The purpose of that overlay is to manage the subdivision of land and location of sensitive activities in areas of high cumulative noise around the airport, so that its continued operation is not compromised and reverse sensitivity issues are addressed.

Objectives, policies, and rules for the Aircraft Noise overlay are found in the Overlay [objectives and policies](#) - Infrastructure section and the Overlay [rules](#) - Infrastructure section of the Unitary Plan and reflect the need to:

- protect noise sensitive activities within the vicinity of the Ardmore Airport so as to avoid, remedy or mitigate adverse effects associated with airport noise
- avoid, remedy or mitigate potential adverse effects of activities sensitive to aircraft noise establishing or expanding in the areas of high and moderate aircraft noise.

The provisions of the Aircraft Noise overlay affect the dwellings in Village Way by limiting the establishment or extension of “activities sensitive to aircraft noise” (ASAN) close to the airport. ASAN are defined in the provisions for Designation 200 (Ardmore Airport Ltd) in [Part 7](#) of the Unitary Plan. The provisions of the Aircraft Noise overlay for Ardmore Airport also require the installation of acoustic insulation to control the internal noise environment and mechanical ventilation to control internal air quality when new household units are built or alterations made to habitable rooms.

To restrict the development of additional dwellings within the Aircraft Noise overlay, density in the Ardmore 2 precinct is restricted to one dwelling per site. Subdivision is also limited to avoid the establishment of additional ASANs.

Objectives

The objectives for this precinct are those listed below. The objectives in the Special Purpose Airport zone do not apply.

1. The continued residential use, character, and amenity of the 24 Village Way properties is provided for.
2. The establishment of additional dwellings in Village Way is prevented given the location of the properties within the Aircraft Noise overlay for Ardmore Airport.

Policies

The policies for this precinct are those listed below. The policies in the Special Purpose Airport zone do not apply.

1. Restrict future land use development and subdivision in Village Way through density and subdivision restrictions and through the provisions relating to the Aircraft Noise overlay for Ardmore Airport.
2. Maintain the residential character and amenity of Village Way.

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6.3 Auckland Airport

The objectives, policies, and associated controls for the Auckland Airport precinct override those for the Airport zone.

Refer to planning maps for the location and extent of the precinct and sub-precincts.

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

Precinct description

Auckland Airport plays a key role in connecting Auckland to other parts of New Zealand and the world. It contributes to Auckland and New Zealand's prosperity. Auckland Airport precinct comprises three sub-precincts - Core, Gateway and Coastal. The Core sub-precinct encompasses all of the land surrounding the existing runway and northern runway. The Gateway sub-precinct includes all of the land to the north of the northern runway alignment. The Coastal sub-precinct comprises the airport's operational area within the CMA. Current development includes a single runway, taxiways, aircraft manoeuvring, flight and passenger terminals, and facilities for aircraft maintenance. It also includes support facilities such as administration, businesses and recreation.

The airport runway is largely located on land reclaimed from Manukau Harbour and has a significant impact on the coastal environment. The runways and associated structures influence the landscape which is predominantly man-made and free of vegetation. The impacts on the CMA include noise associated with aircraft movements, aircraft in the airspace above the CMA, and restrictions on use of the harbour around the airport. The CMA also receives stormwater discharges from the airport and has various associated structures, such as ramps, bridges, lighting and navigation devices.

Most of the water area to the south of the southern runway is valued for its habitat, particularly as a feeding ground for thousands of international migratory wading birds. Within this area, Wiroa Island has been developed by Auckland Airport with an artificial bird roost to encourage birds away from the runway and aircraft flight paths. Impounded behind the shell banks is one of the largest, best, and least-disturbed areas of salt marsh remaining in the Manukau Harbour.

Framework plans are a voluntary mechanism to encourage integrated and comprehensive development of the policy areas A – F in the Core and Gateway sub-precincts. Once a framework plan has been approved for a policy area, subsequent resource consent applications can be made for land use, development or subdivision within the land covered by the framework plan as restricted discretionary activities, provided that the application complies with the approved framework plan.

If an applicant elects not to prepare a framework plan, applications for resource consent can still be made on a non-complying activity basis.

The airport holds designations over part of the land that enables current operations and provides for further development, including the new northern runway.

Objectives

[rcp/dp]

1. The positive effects arising from the operation of the airport are recognised, enabling its continued development to meet future demand.
2. The efficient use and development of the business land and operational facilities are enabled.
3. Publicly accessible areas of the airport and areas visible from main transport routes and the Māngere Gateway heritage route are designed to a high-quality and meet amenity standards relating to

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streetscape, site design and appearance.

4. The operation of the airport is protected from reverse sensitivity effects.

[rcp/dp]

5. The ecological, geological, recreational, cultural, spiritual and landscape values of the Manukau Harbour coastal environment in the vicinity of the airport are protected.

Policies

1. Provide for activities related to the operation and development of the airport and business land within the precinct.
2. Provide for activities associated with the needs of airport passengers, visitors and employees and businesses located within the precinct.
3. Require precinct developments to achieve a high standard of amenity in the layout of buildings, car parking, access and landscape elements in publicly accessible areas.

[rcp/dp]

4. Require adverse effects on the ecological, cultural and historic heritage values of the coastal environment in the vicinity of the airport to be avoided, remedied or mitigated when further development occurs.
5. Require development of sites adjoining the Gateway heritage route to be designed in a way that users of those roads will perceive an environment where natural design elements are integrated with the built environment.
6. Require development to include provision of safe, amenity linkages, including straight links where possible, to public open space and esplanade reserves/strips.
7. Encourage framework plans to be prepared prior to subdivision, the establishment of land use activities or development within policy areas A-F of the precinct to achieve a high standard of urban design and amenity.
8. Require a framework plan to demonstrate the interrelationship and future integration with:
 - a. any neighbouring policy area within the precinct
 - b. any neighbouring precinct or sub-precinct (including the Māngere Gateway precinct).
9. Encourage consultation with any other owners of land within the precinct or any neighbouring precinct.
10. Manage land use activities in the Auckland Airport Gateway sub-precinct to:
 - a. require that the predominant land use activities in the precinct are those involving warehousing and distribution, transport, storage, manufacturing, construction and wholesale trade
 - b. confine retail activities to those required to provide the convenience and shopping needs of employees in and visitors to the Auckland Airport precinct, adjacent business zones, and aviation activities.
11. Manage activities associated with runways, aircraft operations and testing of aircraft engines in such a way that the adverse effects of high and moderate levels of aircraft noise on the amenity values and quality of life in existing and future residential areas are appropriately controlled and mitigated.

[rcp/dp]

12. Avoid uses and developments within the Coastal sub-precinct which would adversely affect airport operations or pose any risk to safety.
13. Provide for activities and structures associated with bird management that encourage birds away from the runway and flight paths of aircraft.

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6.4 Beachlands 1

The [Single House zone](#) objectives 1-2 and policies 1-4 apply in the Beachlands 1 precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Beachlands is a rural and coastal village located on the eastern side of Auckland city, adjoining the Tamaki Strait coastline. The original Beachlands village was laid out in the 1920s as a marine garden suburb. It is characterised by the following key features:

- a grid-based roads pattern with informal road construction and generous verges
- A “green” landscape resulting from significantly vegetated front and rear yards.
- a low-density character with rectangular-shaped allotments of a consistent size and frontage (20m).
- few or no rear sites.

More recent subdivision in the area bounded by Bell Road, Third View Avenue, Beachlands Road and Whitford-Maraetai Road has seen some departure from this pattern; however the village retains a significant rural and coastal character.

The Beachlands 1 precinct is zoned as Single House and covers approximately 122ha of land. Its purpose is to provide for residential expansion to the south of the existing Beachlands village and to the west of the Pine Harbour marina development in a way that integrates with and maintains and enhances the key features of Beachlands village.

[Precinct Plan 1](#): Beachlands 1 precinct guides the future development of this precinct. The grid based roads pattern shown on [Precinct Plan 2](#): Beachlands 1 precinct road network is a critical element in achieving integration between the precinct, Beachlands village and Pine Harbour marina. Site sizes, site shape, pedestrian linkages and reserve network connectivity in the precinct enables integration with the existing village. The location of the proposed stormwater ponds has been identified in the [Precinct Plan 1](#): Beachlands 1 precinct following a detailed design process and is fixed. The size of the proposed stormwater ponds is indicative only and shall be defined as part of the subdivision consent process.

Objectives

The objectives are as listed in the Single House zone except as specified below:

1. The precinct contributes to the growth and development of Beachlands village and ensures that future land use, subdivision and development is contained within the precinct and integrates with the existing Beachlands village to the north, Pine Harbour marina development to the west and the business area in Beachlands 2 precinct.
2. A low density, open, spacious rural and coastal village character is established and maintained.
3. Subdivision, use and development maintains and enhances the low-density rural and coastal character of Beachlands village.
4. A well connected and integrated transport network is achieved that reflects the rectilinear grid roads pattern of Beachlands and the importance of transportation links between Beachlands and Pine Harbour Marina.
5. Public open space is provided for and treated as integrated features in any development.
6. Infrastructure is provided in an effective and efficient way.
7. Stormwater runoff and riparian margins are managed in a sustainable way.
8. The rural character and appearance of Jack Lachlan Drive is maintained.

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Policies

The policies are as listed in the Single House zone as specified below:

1. Require that land use, subdivision and development be generally in accordance with the Beachlands 1 precinct structure plan shown in the [Precinct Plan 1: Beachlands 1 precinct](#)
2. Maintain the long-term growth limit of Beachlands village with the precinct boundary.
3. Create a clear distinction between the urban area of Beachlands and the Whitford rural area to the south and east by requiring edge treatment planting along the full length of Jack Lachlan Drive.

Integrated growth

4. Require subdivision and land use activities to be designed in a way that integrates with the roads pattern, open space pattern and rural and coastal character of the Beachlands village.

Low-density coastal character

5. Maintain the existing pattern of development and low-density character of the area.

Subdivision, use and development

6. Require a development pattern characterised as one house per site.
7. Require a minimum site size of 800m² unless otherwise stated in the [Precinct Plan 1: Beachlands 1 precinct](#).
8. Require the road layout to be designed and constructed to achieve a grid based pattern of development as shown in the [Precinct Plan 1: Beachlands 1 precinct](#).
9. Avoid the creation of rear sites unless otherwise stated in the [Precinct Plan 1: Beachlands 1 precinct](#).
10. Encourage the development of buildings that have a coastal appearance using materials, colours and features that complement the rural and coastal character of the original village.
11. Require that accessory buildings are single storey.
12. Retain a sense of openness between properties, and create a vegetated appearance through tree planting.
13. Limit high fencing that dominates the streetscape and creates an urban appearance.
14. Encourage the retention of significant native vegetation and trees.
15. Require planting of new vegetation to achieve privacy and maintain a coastal landscaped appearance.
16. Encourage development to front natural watercourses and public open spaces.

Business development

17. Avoid activities that adversely affect the amenities of residential sites or sense of residential cohesion within the precinct.
18. Require retail and commercial activities to be located within existing business zones.

Public open space

19. Require public open spaces to be fronted by park edge roads as shown in the [Precinct Plan 1: Beachlands 1 precinct](#).

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Infrastructure

20. Require that all development is connected to a public reticulated sewerage system.
21. Require sustainable supply of potable water to meet the servicing demands of expected activities on the site.

Stormwater management

22. Require the design and management of stormwater to incorporate the stormwater management areas and stormwater ponds shown in the [Precinct Plan 1: Beachlands 1 precinct](#).
23. Require the planting of vegetation along the riparian margins of stormwater management areas shown in the [Precinct Plan 1: Beachlands 1 precinct](#).
24. Require development to front to natural watercourses, generally across public roads.

Landscaping along Whitford–Maraetai Road

25. Require the provision of a landscaped buffer area along the full length of Whitford-Maraetai Road as shown in the [Precinct Plan 1: Beachlands 1 precinct](#).
26. Require planting of the landscape buffer area with native and exotic species in accordance with [Appendix 11.6.1](#).
27. Protect views from Whitford-Maraetai Road to the Hauraki Gulf by means of the view corridor through the landscape buffer area identified in [Appendix 11.6.1](#)

Jack Lachlan Drive

28. Maintain the appearance of Jack Lachlan Drive as a rural road.
29. Limit the number of roads that intersect with Jack Lachlan Drive.
30. Limit direct vehicle access from adjoining sites to Jack Lachlan Drive, and where direct access is required, encourage the use of shared driveways.
31. Require screen planting between any development and the boundary of sites adjoining Jack Lachlan Drive except where it is necessary to provide access.
32. Require street tree planting on the north side of Jack Lachlan Drive to create a lineal effect and reduce the visual impact of urban development.

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6.5 Clevedon

The objectives and policies of the underlying Single House zone, Neighbourhood Centre zone, Countryside living zone or Civic and Community zone apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

Clevedon is a rural village situated on the Wairoa River. The precinct area is between the Wairoa River and Taitaia Stream and comprises 558.1ha. It lies at a key interface between town and country and, for many urban Aucklanders, provides an important connection to rural living and rural activities.

The purpose of the precinct is to incorporate the provisions of the Clevedon Village Structure Plan and provide for integrated growth in a coordinated manner and sustainable management of the area. Although within Auckland's commuter belt, Clevedon is a rural village with a strong sense of place.

The Clevedon Village Precinct [Structure Plan](#) applies to the whole precinct area and shows sub-precinct boundaries, key features including open space, indicative walkways, wetlands and ponds. [Precinct Plan 2: Road networks](#) shows the indicative road network.

The precinct is made up of four sub-precincts:

- Clevedon Village sub-precincts 1A, 1B and 4 are zoned Single House
- Clevedon Village sub-precinct 2 is zoned Neighbourhood Centre
- Clevedon Village sub-precinct 3 is zoned Countryside Living

Sub-precincts 1A and 1B

Sub-precinct 1A is generally located within an 800m radius of the Village Centre. The purpose of the sub-precinct is to create a compact residential area within 10 minutes walking distance of the village centre.

Sub-precinct 1B applies to land located on the outer edge of the existing village. The purpose of the sub-precinct is to create a transition from the more compact village to the surrounding rural farming area beyond. The sub-precinct provides for homestead type residential development set within larger grounds reflecting a more rural residential character.

Sub-precinct 2

Sub-precinct 2 applies on and to the west of the main street of Clevedon. The purpose of the sub-precinct is to reinforce the area as a local service centre for Clevedon Village precinct and surrounds and recognise Clevedon village provides services for those travelling, visiting or passing through Clevedon.

Sub-precinct 3

Sub-precinct 3 is situated at the outer edges of the Clevedon Structure Plan area. The purpose of the sub-precinct is to provide for a range of part time farming activities from which produce can support local activities, such as the Clevedon Farmers' Market. The sub-precinct provides for small rural holdings as a transition between the new residential area and the wider rural area beyond. It is envisaged that these land holdings can enable lifestyle farming and other rural activities. [Precinct Plan 3: Increased Subdivision Potential](#) identifies areas where additional subdivision is contemplated up to a density of 1 dwelling per 2 hectares. The sites identified for increased density opportunity are generally located within 800m from the edge of the business sub-precinct, which is an accepted walkable distance when intensifying areas.

The provisions within the sub-precinct promote cluster housing to deter the fragmentation of land and at the same time enable small scale equestrian or farming activities within the sub-precinct. Cluster housing will also assist in reducing the visual impact of development and in preserving key views by grouping buildings,

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maintaining wildlife corridors and enabling parcels of land partly impacted by the Stormwater Management Area to be more efficiently developed.

Sub-precinct 4

Sub-precinct 4 is intended to accommodate an integrated church complex with a range of associated activities. Development in this sub-precinct is required to be undertaken in a comprehensive manner.

Stormwater Management Areas

The Clevedon Village Precinct Structure Plan shows Stormwater Management Areas. Land within the Stormwater Management Areas is subject to provisions relating to use, development and subdivision of land. In Clevedon, the Stormwater Management Areas are applied to waterways and land within 100 year flood plains. The purpose of the Stormwater Management Areas is to enable the use of this land for sustainable stormwater management practices, including enhancing the overall ecological condition of these gullies and waterways by requiring riparian planting.

Land in Stormwater Management Areas has been given an underlying zoning which will take effect from the date a resource consent application for a subdivision or development is approved, provided that hydrological and other evidence submitted with the application shows that the subject land is no longer required for the purposes of stormwater management

Objectives

The objectives are as listed in the Single House zone, Neighbourhood Centre zone, or Countryside living zone except as specified below:

1. A new boundary for the expansion of Clevedon is established that provides a clear differentiation between urban and rural areas.
2. Clevedon is recognised as a service centre for the surrounding rural area and provides a diversity of living, working and recreational opportunities.
3. The visual impact of development in sub-precinct 3 is reduced and view corridors from the village centre are protected.
4. Development within Clevedon Village precincts achieves a built form that complements its existing character and scale.
5. An appropriate range of development opportunities are provided that recognise and enhance the character, historic heritage and amenity within Clevedon Village precinct and its rural environs.
6. A safe, efficient, well connected transport system within and around Clevedon Village precinct with a choice of travel modes, including pedestrian, cycling, equestrian, and motor vehicles is achieved.
7. The collection, treatment and disposal of wastewater is managed to avoid, remedy or mitigate any adverse effects on the water quality of the receiving environments of the Wairoa river catchment.
8. The adverse effects on property and the environment from flooding caused by watercourses, stormwater overflow, and inundation by future climatic effects is minimised.
9. The natural and cultural importance of the Wairoa River and the opportunities the river may provide for access to recreational and boating activities is recognised.
10. Small-scale retail activities are enabled and large scale retail is restricted within sub-precinct 2.
11. Development is serviced with a reliable supply of water of an appropriate quality and quantity for both domestic use and fire fighting purposes.

Policies

The policies are as listed in the Single House zone, Neighbourhood Centre zone or Countryside Living zone

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except as specified below:

1. Require subdivision, use and development to be generally in accordance with the [Precinct Plan 1: Clevedon Precinct](#) and for land within sub-precinct 4 to be developed in a comprehensive manner.
2. Encourage framework plans to be prepared in sub-precincts 1A, 1B, 2 and 3 prior to subdivision that ensures subdivision is implemented in a comprehensive manner and in general accordance with the [Precinct Plan 1: Clevedon Precinct](#).
3. Encourage framework plans to be prepared in sub-precinct 4 prior to land use, development or subdivision to ensure that the sub-precinct is developed in an integrated and comprehensive manner and in general accordance with the [Precinct Plan 1: Clevedon Precinct](#).
4. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
5. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring sub-precinct.
6. Establish a development pattern that has the village core at its centre dispersing through to the rural environs.
7. Subdivision, use and development must:
 - a. provide a range of living choices and lifestyles
 - b. retain significant landscape elements and key views along identified corridors
 - c. provide a high degree of connectivity through a well connected movement network and facilitate safe walking, cycling and horse riding, including the identification of walking, cycling and bridle paths
 - d. protect water quality and ensure that the rate of run-off throughout the development cycle is similar to pre-development levels
 - e. provide open space and public access to the Wairoa River
 - f. promote passive surveillance of public space by design and placement of buildings
 - g. ensure that there is a legible boundary to the urban area and countryside living
 - h. maintain or enhance the existing character and its rural environs.
8. Enable residential, business, community facilities, rural lifestyle and farming activities and a range of public open spaces including a village green within the Clevedon Village precinct.
9. Enable the clustering of dwellings in areas identified on [Precinct Plan 3](#). Increased Subdivision Potential as having increased subdivision opportunity to reduce the visual impact development and protect key views.
10. Enable development opportunities associated with the Wairoa River for recreational and boating activities.
11. Require new roads and activities within the road reserve to be designed, located and constructed to ensure:
 - a. Safe and integrated movement of pedestrians, equestrian, cyclists and vehicles around Clevedon Village precinct
 - b. physical integration with other transport modes and routes, where appropriate.

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12. Require wastewater disposal in all sub-precincts except Clevedon Village sub-precinct 3 to connect to a public wastewater collection and disposal system.

[rp/dp]

13. Require stormwater run-off to be collected, treated and disposed of in a way that avoids, remedies or mitigates adverse effects on adjacent sites or sites upstream or downstream in the catchment area.
14. Require subdivision, use and development within the stormwater management area to:
 - a. locate within natural contours/landform
 - b. avoid any modification to the stormwater management area
 - c. avoid constraining any natural flowpaths
 - d. balance the risk between providing critical infrastructure and the effects of the modification on the wider hydrology.
15. Ensure sufficient capacity of water supply of potable standard is available for use including (but not limited to) fire fighting requirements.

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6.6 Flat Bush

The objectives and policies of the underlying zones apply:

- Mixed Housing Suburban
- Terrace Housing and Apartment Building
- Large Lot
- Countryside Living
- Neighbourhood Centre
- Town Centre
- Future Urban
- Public Open Space.

Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Flat Bush precinct covers approximately 1730ha of land adjacent to the Rural Urban Boundary.

The Flat Bush Precinct incorporates the provisions of the Flat Bush Precinct plan and includes two sub-precincts. The sub-precincts vary the subdivision controls of the respective underlying zones in relation to block design, road design and road construction standards. They also apply additional standards for asbestos containing material and yards.

The precinct is divided into the following sub-precincts and areas and contains the objectives, policies and clauses relevant to subdivision, development and earthworks in the precinct plan area.

Table 1

Unitary Plan zones	Sub-Precincts	Areas
Mixed Housing suburban Terraced Housing and Apartment Zone	Flat Bush Residential Sub-Precinct A	Flat Bush Area 1 (General) Flat Bush Area 2 (Central) Flat Bush Area 3 (Arterial) Flat Bush Area 4 (Barry Curtis Edge) Flat Bush Area 5 (Local Centre) Flat Bush Area 6 (Public Open Space)
Large Lot Countryside Living	Flat Bush Residential Sub-Precinct B	Flat Bush Area 7 (Large Lot) Flat Bush Area 8 (Countryside Transition) Flat Bush Area 9 (Conservation and Stormwater Management)
Neighbourhood Centre	NA	NA
Town Centre		
Future Urban zone	NA	NA

Flat Bush Residential Sub-Precinct A

Flat Bush Residential Sub-Precinct A encompasses:

- land to the north and east of Barry Curtis Park and adjoining the Flat Bush Town Centre

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- land in the mid catchment foothills area in the northern part of Flat Bush
- land to the south of Flat Bush School Road and to the east of Murphy's Road.

The sub-precinct primarily has a residential emphasis although it is envisaged that home based and small scale business activities will form a part of the urban fabric.

Parts of this sub-precinct also fall within the Moderate Aircraft Noise Area (MANA) for Auckland International Airport and controls on Activities Sensitive to Aircraft Noise therefore apply.

Six areas are included in the sub-precinct:

- **Flat Bush Area 1 (General)** – This area is generally located on the low-lying lands within 1.5 km of the Flat Bush Town Centre and Barry Curtis Park. It promotes higher residential densities than have been achieved in the past, and is characterised by a diverse range of housing types.
- **Flat Bush Area 2 (Central)** – This area has a residential emphasis and is generally located within a 5 minute walk of the Flat Bush Town Centre. It is an area where higher residential densities are to be promoted.
- **Flat Bush Area 3 (Arterial)** – This area is generally located within 60m of the main road networks and enables a range of residential activities. It is envisaged that sites fronting arterial routes will contain apartments and terrace/semi detached housing up to a maximum height of 4 storeys.
- **Flat Bush Area 4 (Barry Curtis Edge)** – This area is located around the perimeter of Barry Curtis Park, which is a substantial public open space of approximately 90 ha. All parts of this area are located within a 10 to 15 minute walk from the Flat Bush Town Centre. It is anticipated that the highest residential densities in the Flat Bush area will be developed in this area, including apartment buildings overlooking the Park of generally up to 6 storeys.
- **Flat Bush Area 5 (Local Centre)** – This area is similar to the Flat Bush Area 1 (General) but is located immediately around the three neighbourhood nodes that are identified in Flat Bush Business Sub-Precinct C. It has a residential emphasis and is generally located within 400m or a five minute walk of the Neighbourhood Centres.
- **Flat Bush Area 6 (Public Open Space)** – The land contained within this area surrounds the main waterways (Stormwater Management Areas) within the Flat Bush catchment and as a result is generally linear in shape. It runs along key identified corridors from the lower end of the catchment in the vicinity of Barry Curtis Park, through to the upper catchment. It is noted that land within this area does not include land within the 100-year flood plain, as this land is specifically required for drainage purposes. The fundamental purpose of this area is to include land to be set aside as open space for passive informal recreation and leisure activities and to mitigate the adverse environmental effects created by urban development.

Flat Bush Residential Sub-Precinct B

Flat Bush Residential Sub-Precinct B includes three areas:

- **Flat Bush Area 7 (Large Lot)** – This area relates to steeper land in the upper McQuoids Road / Flat Bush School Road area that transitions to the upper catchment area. It therefore anticipates a lower density residential environment that has larger sites with development controls to ensure a degree of spaciousness.
- **Flat Bush Area 8 (Countryside Transition)** – This area relates to land within the upper catchment area and alongside the many streams and waterways in the area. The area further functions to protect and enhance the natural environmental qualities found within the area, while providing for appropriate countryside living.

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- **Flat Bush Area 9 (Conservation and Stormwater Management)** – This area covers the steep gully areas and waterways that have been identified as warranting environmental enhancement. The function of the area is to improve the overall ecological condition of these gullies and waterways and ensure a level of open space by limiting development in these sensitive areas and undertaking riparian planting and allowing areas of existing native vegetation to regenerate. Land covered by this area is to remain in private ownership and is to be kept free from buildings and structures.

Flat Bush conservation and stormwater management area

The Flat Bush conservation and stormwater management area lies over part of the land within the Flat Bush sub-precincts. Land within these sub-precincts is subject to provisions relating to use, development and subdivision of land. The purpose of this overlay is to improve the overall ecological condition of these gullies and waterways by requiring riparian planting and allowing areas of existing native vegetation to regenerate. The riparian planting will enhance the ecological condition of streams, maintain stream bank stability and reduce the level of erosion and flooding created within the catchment where existing exotic planting exists.

Areas covered by this area are to remain in private ownership and are to be kept free from buildings and structures.

Objectives

The objectives are as listed in the relevant underlying zones except as specified below:

1. A well-connected, adaptable, safe, attractive and healthy environment for living, working and movement with an emphasis on the importance of the public realm, is achieved.
2. An appropriate range of physical and social infrastructure and facilities enhance the resulting urban environment and address any adverse effects of urbanisation.
3. Ecology of remnant native vegetation and waterways are protected, sustained, restored and enhanced.
4. A pattern of commercial activities based on an identifiable community focus is established which is supported by office or institutional activities and small scale business and mixed use activities along nominated main roads and in close proximity to the town and neighbourhood centres.
5. A safe, efficient, well-connected and integrated transport system is established within and beyond the Flat Bush area that provides a choice of travel modes.
6. High quality residential amenity is promoted for all types of housing that reflects and responds to community needs and the physical environment both now and in the future.
7. Stormwater runoff is managed to enable the maintenance and enhancement of natural waterways, native forest and wetlands and to provide passive recreational opportunities as well as pedestrian and cycle access.
8. The adverse effects on Auckland International Airport of activities sensitive to aircraft noise within the medium aircraft noise area (MANA) in the Flat Bush Precinct are minimised.

Flat Bush Sub-precinct A

9. An integrated, medium to high density residential environment which has high levels of amenity, supports a range of travel modes, allows for a range of living opportunities and incorporates opportunities for compatible small scale employment.
10. A regular street grid that, combined with the park edge road network, provides a legible urban pattern that reveals the Flat Bush landscape.

Flat Bush Sub-precinct B

11. The landscape quality, water and soil resources, native forest, wetlands and open space amenity

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values of this highly visible landscape in the mid to upper reaches of the Flat Bush basin along with the spaciousness in this low density residential sub-precinct is maintained and enhanced.

Policies

The policies are as listed in the relevant underlying zones except as specified below:

1. Enable land uses within sub-precincts that orient primarily towards business, residential and open space activities and provide a gradation of residential activity density by:
 - a. focusing the highest allowable densities around the Flat Bush Town Centre, Flat Bush Neighbourhood Centres, the perimeter of Barry Curtis Park and along arterial roads,
 - b. allowing medium/higher densities within the remaining residential areas,
 - c. locating less intensive residential areas at the extremities of the Flat Bush Precinct Plan area.
2. Enable an integrated roads and transport system by guiding the design and layout of subdivision to provide connectivity and the opportunity for a variety of travel modes.
3. Encourage riparian planting along waterways to:
 - a. maintain and enhance water quality and aquatic habitats, and
 - b. enhance existing native forest and wetland areas within the catchment within the catchment and
 - c. reduce stream bank erosion
4. Require subdivision and development to be of a type, density and design that does not detract from, and is supportive of, the specific environmental outcomes identified for each sub-precinct.
5. Require subdivision and development to incorporate sustainable management principles as part of the land modification process to comply with safe practices in the identification, assessment, treatment and/or remediation of asbestos-containing materials.
6. Require subdivision, land use and development to maintain and enhance the natural character and ecological values of the wider Flat Bush precinct and provide access to such features so they contribute to the unique character of the area by:
 - a. using the conservation and stormwater management area and subdivision standards to maintain and enhance identified watercourses and environmental corridors.
 - b. requiring street patterns to maximise long views to the environmental corridors where practical and having regard to topography.
7. Require open space corridors to be edged by streets and maintain physical integration between the open space and street environment e.g. significant grade changes are avoided.
8. Avoid residential development beyond the average site size control within the medium aircraft noise area to minimise the effects of aircraft noise on residents.

Flat Bush Sub-precinct A

9. Encourage higher density residential development in close proximity to the Town Centre/Neighbourhood Centres, main arterials and public open space including Barry Curtis Park.
10. Maximise vehicular and pedestrian connectivity/permeability of the street network wherever possible.
11. Promote development where streets are to form blocks that ensure:
 - a. future development can conform to a perimeter block pattern of development where buildings front roads, and
 - b. there is sufficient space between the rear of opposing dwellings to provide privacy.
12. Promote and maintain interconnectivity between sub catchments.

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Flat Bush Sub-precinct B

13. Require lower densities and site coverage to create spacious urban development with reduced visual impact.
14. Require riparian planting of native species within the conservation and stormwater management area to:
 - a. maintain and enhance water quality and aquatic habitats, existing native forest and wetland areas within the catchment, and
 - b. improve general landscape qualities and to prevent stream bank erosion.
15. Require that activities, buildings and structures are designed and located to
 - a. retain significant native vegetation, including riparian vegetation, and
 - b. protect the ecological and landscape values associated with the area.

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6.7 Franklin

The objectives and policies of the relevant underlying zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Franklin precinct identifies areas for growth around existing settlements in rural and coastal locations across the southern area of the region. Opportunities for growth are managed by a range of planning tools. The Franklin precinct includes the following sub-precincts:

Table 1

Franklin sub-precincts	Method for managing growth
A. Big Bay	Concept plans
B. Grahams Beach	Concept plans
C. Karaka South	Concept plans
D. Kauritutahi	Land use, development and subdivision controls
E. Matingarahi	Concept plans
F. Matakawau Point	Framework plans
G. Patumahoe	Concept plans
H. Te Toro	Framework plans
I. Waiau Pa.	Framework plans

Objectives

The objectives are as listed in the relevant underlying zones except as specified below:

1. Growth is achieved through integrated and managed expansion.
2. Amenity values and the character values of each settlement are maintained and enhanced, while providing for appropriate subdivision and development.

Policies

The policies are as listed in the relevant underlying zones except as specified below:

All sub-precincts

1. Increase the capacity of existing settlements where prior subdivision investigation has been undertaken and approved by council.
2. Require subdivision and development to acknowledge, address and implement features identified on [concept plans](#).

Sub-precinct A. Big Bay

3. Enable opportunities for self-servicing sites.
4. Enable subdivision and development opportunities that:
 - a. achieve site sizes appropriate to the amenity and character of the sub-precinct
 - b. requires lower-density sites at the edge of the settlement
 - c. limits growth through a contained village form
 - d. avoid inappropriate development in visually prominent locations including the Mako Point headland
 - e. include amenity and ecological enhancement plantings and protect these plantings and existing

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indigenous vegetation.

5. Require esplanade reserves on land adjoining the coast and other qualifying water-bodies.

Sub-precinct B. Grahams Beach

6. Enable for lower densities and avoid intensification within growth area A.
7. Enable opportunities for self-servicing sites in growth area B.

Sub-precinct C. Karaka South

8. Require growth to focus around the existing node at Karaka South where there is high residential demand and where existing settlement capacity is limited.
9. Enable opportunities for self-servicing sites.
10. Enable subdivision and development opportunities in Karaka South that:
 - a. create a connected road network with a rural form and car parking and access improvements for the Karaka Primary School and former Methodist church
 - b. restrict vehicle access to Karaka Road
 - c. establish stormwater infrastructure that is appropriate to and integrates with the size and scale of the settlement and its catchment
 - d. establish on-site low impact stormwater management techniques
 - e. recognise the business activity located within the former Methodist church and its contribution to the well-being of the community
 - f. include amenity and ecological enhancement planting within riparian areas and provides for their on going protection
 - g. identifies and provides opportunities for passive recreation.

Sub-precinct E. Matingarahi

11. Enable subdivision and development at lower densities and avoid intensification within growth area A.
12. Enable opportunities for self-servicing sites in growth area C and restrict further intensification and servicing in growth area B.
13. Enable subdivision and development opportunities in Matingarahi village that:
 - a. limit growth through a contained settlement form
 - b. avoid additional residential development within the adjoining Rural Coastal and Rural Production zones
 - c. limit residential development to a maximum of 31 residential sites (including three existing dwellings), distributed in accordance with the Matingarahi Village staging plan
 - d. provide a low-scale settlement that limits building coverage and height
 - e. encourage high-quality building design
 - f. protect approximately 280ha of existing indigenous vegetation on properties described in certificates of title NA24A/278, NZ1 129/72 and NA458/64
 - g. protect approximately 10ha of land revegetated with amenity and ecological enhancement plantings.

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- h. provide community services within the neighbourhood centre zone for the well being of the local community.
14. Require esplanade reserves on land adjoining the coast and other qualifying water-bodies.

Sub-precinct G. Patumahoe

- 15. Require a suitable transition or buffer between rural and urban land use at the northern boundary of the Patumahoe sub-precinct
- 16. Retain existing trees on the northern boundary of the sub-precinct during subdivision.
- 17. Maximise the number of dwellings developed within the sub-precinct, to make efficient use of land and infrastructure while achieving an overall pattern and intensity of development compatible with the rural character of Patumahoe.
- 18. Enable a range of site sizes catering for different lifestyle choices, while maintaining a compact, centre focused urban form that is compatible with the current scale and development pattern of Patumahoe.
- 19. Require subdivision and design of residential, open space, and infrastructure to enhance landscape amenity and recreational values associated with the principal watercourse including the bush gully and waterfall area at the north-western corner of the sub-precinct.
- 20. Require esplanade reserves on subdivided land adjoining water-bodies.
- 21. Require the development of a pedestrian bridge across the principal watercourse running through the Patumahoe sub-precinct.

Sub precinct F. Matakawa Point, Sub-precinct H. Te Toro, Sub-precinct I. Waiau Pa and Sub-precinct D. Kauritutahi

- 22. Enable opportunities for self-servicing sites.
- 23. Enable comprehensively planned development and encourage the development of a framework plan in these sub-precincts to ensure subdivision and development are designed and implemented in a coordinated manner.
- 24. Encourage consultation with any other owners of land within the sub-precinct when preparing a framework plan.
- 25. Require a framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any other neighbouring land within the settlement and surrounding environment

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6.8 Karaka 1

The objectives and policies of the underlying Light Industry zone do not apply in the following precinct. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Karaka 1 precinct adjoins the Southern Motorway and the Papakura Interchange. The underlying zone is Light Industry. The purpose of the precinct is to provide for the continued use and development of the New Zealand Bloodstock Karaka Sales Centre which attracts national and international visitors to its annual sales.

The primary activities undertaken within the precinct relate to the sale and auction of horses and stock. This activity includes buildings and areas within the precinct that are used for administrative offices associated with the sales centre, stables, horse exercise areas and parking and circulation areas. There is a need to support these activities by providing for a range of accessory activities such as on-site accommodation for staff, equestrian shows and competitions and reception functions. The precinct therefore enables these activities to be undertaken.

The extent of this precinct can be found in [Precinct Plan 1: Karaka 1](#).

Objectives

The objectives for this precinct are those listed below. The objectives in the Light Industry zone do not apply.

1. Bloodstock sales and associated accessory activities continue to operate and any adverse effects on the environment are managed.
2. New buildings contribute positively to the character of the surrounding area.

Policies

The policies for this precinct are those listed below. The policies in the Light Industry zone do not apply.

1. Allow bloodstock sales and accessory activities to establish and operate within the precinct.
2. Restrict the scale, intensity, frequency and hours of operation of accessory activities.
3. Require the location and design of buildings and structures to avoid or mitigate adverse effects on adjoining residential zoned sites.

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6.9 Karaka 2

The objectives and policies of the underlying Local Centre, Mixed housing suburban and Single House zones apply in the Karaka 2 precinct unless otherwise specified. The location and extent of the precinct is shown in [Precinct Plan 1. Karaka 2.](#)

Precinct description

The purpose of the Karaka 2 precinct is to provide for the integrated development of a small, spatially defined village centred at the intersection of Dyke, Blackbridge and Linwood Roads. The underlying zones include Local Centre, Mixed Housing and Single House. The Local Centre provided for within the precinct will enable the development of local retail, service and community activities to support the village and the wider rural community. Development in the Local Centre area is expected to occur in an integrated manner providing a high quality amenity and slow traffic and pedestrian environment. The precinct will also provide for both medium density and more traditional residential development therefore enabling local housing choice. Amenity tree planting is proposed along Linwood, Dyke and Blackbridge Roads to create an avenue along these roads and to contribute to a visually interesting and cohesive village environment.

Objectives

The objectives are as listed in the Local Centre, Mixed Housing Suburban and Single House zones except as specified below:

1. A range of residential living opportunities are created within a well connected village that includes a commercial and community centre.
2. Amenity is promoted through a slow speed road system characterised by tree planting.
3. Efficient infrastructure is provided to service the needs of the community.
4. Development maintains and enhances the public realm.

Policies

The policies are as listed in the Local Centre, Mixed Housing and Single House zones except as specified below:

1. Enable a range of residential living opportunities with more intensive housing located immediately adjacent to the business area.
2. Enable a compact, contained village form with a high level of amenity that is developed in accordance with its precinct plan.
3. Encourage the enhance streams and riparian areas.
4. Require a slow speed, pedestrian orientated village environment with pedestrian and roads access to the village from Linwood, Dyke and Blackridge roads.
5. Enable retail, service and community activities to establish in a pedestrian oriented Local Centre with active building frontages oriented to Linwood and Dyke Roads.
6. Provide a Village square as a focal point for the community.
7. Require development to establish a distinctive, sustainable rural community.
8. Require existing vegetation (particularly that on Lot 1 DP 40523 and Lot 1 DP 123078 and any subsequent legal descriptions should these properties be modified) to be incorporated into the design of subdivision and development.
9. Avoid large sites and self serviced individual sites.
10. Integrate and co-ordinate the provision of a reticulated wastewater treatment and disposal facility, water supply, stormwater and roads networks.

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11. Avoid multiple small scale wastewater treatment and disposal systems.
12. Require integrated stormwater management using water sensitive design techniques.
13. Require an interconnected road network that has a rural village form and character and which is designed in accordance with the Karaka 2 Precinct Roding Typologies in [Figure 1 - 3. Roding Typologies](#).

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6.10 Kelly's Cove

The objectives and policies of the underlying Single House, Public Open Space - Informal Recreation and Public Open Space - Conservation zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Kelly's Cove precinct comprises approximately 70ha of land between the existing urbanised area of Beachlands to the west, and Te Puru Reserve and Whitford–Maraetai Road to the east. The underlying zones of the precinct are:

- Single house
- Public open space - informal recreation
- Public open space - conservation.

Special density controls and other provisions are applied to the Kelly's Cove precinct so that development of this land is sensitive to the character and amenity values of the existing Beachlands settlement, the coastal environment and the reserve areas in the locality.

Objective

1. Subdivision design protects and enhances the natural environment and responds to established development patterns of the broader area and the coast.

Policies

1. Protect and enhance the open gully system and natural ecosystems.
2. Design and locate subdivision and development using a road pattern which:
 - a. limits access to Whitford-Maraetai Road and does not allow dwellings to front this road
 - b. locates dwellings to front Beachlands Road (west of Constellation Avenue)
 - c. reflects the rectilinear road pattern of the existing Beachlands Village with all connecting roads running north-south to obtain views of the coastal reserve
 - d. adjoins coastal public open spaces and is designed to utilise the amenity of coastal views as well as providing public access.

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6.11 Kingseat

The objectives and policies of the underlying Single House, Mixed Housing Suburban, Local Centre, Light Industry and Public Open Space (Conservation, Informal Recreation, Sport and Active Recreation) zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Kingseat Precinct covers some 298 hectares. It adjoins the Whatapaka Creek of the Manukau Harbour (which is of significant importance to the Tangata Whenua of the area) and encompasses the existing Kingseat village, the former Kingseat Hospital site and parts of the surrounding rural area.

The purpose of the Kingseat Precinct is to provide for the integrated and comprehensively planned expansion of the urban village of Kingseat. The precinct provides the opportunity for an appropriately designed, managed, and environmentally sensitive town to serve this community and surrounding area. The precinct should be of a sufficient size and mass to provide a range of facilities and services, and accommodate the demands of growth. The precinct also gives recognition to the historic, cultural and environmental attributes, and character of the area, for example providing for the adaptive reuse of the former Kingseat Hospital site.

The Kingseat Precinct incorporates the provisions of the Kingseat Structure Plan and modifies the underlying Unitary Plan zones where appropriate to provide for the precinct's integrated and sustainable management.

The Kingseat Precinct comprises of the following sub-precincts and areas with the following underlying zones:

- Sub-precinct A: Single House zone
- Sub-precinct B:
 - Area 1: Single House zone
 - Area 2: Mixed Housing Suburban zone
 - Area 3: Mixed Housing Suburban zone
 - Area 4: Local Centre zone
 - Area 5: Light Industry zone
- Sub-precinct C: Single House zone
- Sub-precinct D: Single House zone

Sub-precinct A

Sub-precinct A encompasses the following buildings on the former Kingseat Hospital site and provides opportunities for their protection and reuse, as well as allowing for complementary new development:

1. a group of Heritage Buildings (Ancillary Hospital Buildings)
2. the Heritage Nurses Home
3. Heritage Villas 11, 12, and 13.

These buildings and protected trees are identified in on Kingseat precinct plan 3: Protected heritage place and protected trees in the map diagrams. The underlying zoning for sub-precinct A is modified by specific provisions that promote the reuse of the heritage buildings on the former Kingseat Hospital site while recognising their heritage values. Sub-precinct A also provides for activities that are complementary to the local centre, and that do not undermine the commercial and retail functions of the local centre.

Sub-precinct B

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Sub-precinct B applies to the land area surrounding and adjacent to the local centre. The purpose of sub-precinct B is to:

1. provide for single house development in the large expanse of area outside of the local centre
2. create a compact residential area adjacent to the local centre and to maintain or enhance the historic heritage values of the former Kingseat Hospital site. In this respect the sub-precinct also implements elements of the Kingseat [Precinct Plan 4: Sub-precinct Map A](#)
3. provide a retail and commercial local centre.

Area 1

Area 1 surrounds both the local centre and the land in sub-precinct A that is not identified for adaptive reuse (i.e. the land in Area 2 below). It is zoned Single House.

Area 2

Area 2 is located within the former Kingseat Hospital site and encompasses all of the areas not identified for adaptive reuse in sub-precinct A that is within the local centre overlay. Its purpose is to provide for a more intensive form of housing that consolidates and supports the local centre while having regard to the amenity and heritage values of the former Kingseat Hospital site. It is zoned for Mixed Housing Suburban. Specific density provisions apply.

Area 3

Area 3 is an area that surrounds the local centre. Its purpose is to provide for a more intensive form of residential development that consolidates and supports the local centre. It is zoned as Mixed Housing Suburban.

Area 4

Area 4 is the local centre as identified on Kingseat precinct plan 2 and Kingseat precinct plan 8. It is zoned Local Centre. The local centre's purpose is to serve both the settlement and wider surrounding rural areas. Activities and development in this area is required to be consistent with design elements.

Area 5

Area 5 is zoned as Light Industry and is identified on on Kingseat precinct plan: 1 Sub-precincts and areas. Light Industry areas are required to be consistent with design elements. The Light Industry zone provides for a range of employment activities that complement the local centre.

Sub-precinct C

Sub-precinct C provides a transition or rural interface area between the urban settlement in sub-precinct B and the adjoining rural land. This sub-precinct provides for a more spacious type of residential development set within larger grounds than in sub-precinct B Area 1, and reflects the relationship with the adjoining rural areas. The larger minimum site requirements for development in this sub-precinct are intended to reduce potential reverse sensitivity conflicts with adjoining rural activities and land uses, and recognises elements of rural character.

Sub-precinct D

Kingseat precinct plan 1: Sub-precincts and areas identifies this area as being located along the length of the coastal environment of the Whatapaka Creek. It provides a buffer and a transition between the urban settlement area and the coastal edge and environment. The provision of large spacious sites for subdivision and development in this sub-precinct maintains the cultural heritage and natural environmental values of this area, and reduces potential adverse impacts upon the coastal environment. An area of conservation reserve (existing and proposed esplanade reserve) is identified along the coastal edge of the sub-precinct providing a buffer to the coastal environment.

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Objectives

The objectives are as listed in the Single House, Mixed Housing Suburban, Local Centre, Light Industry and Public Open Space (Conservation, Informal Recreation, and Sport and Active Recreation) zones except as specified below:

1. All stormwater and wastewater infrastructure is adequately serviced and appropriately managed for the type, location and extent of subdivision and development, and the cultural heritage values of the coastal and stream environments are recognised.
2. The significant heritage, environmental and cultural values of the former Kingseat Hospital site are recognised and enhanced.
3. Subdivision and development, as well as adaptive reuse activities, takes place in a manner that accounts for the heritage value of buildings in the precinct, particularly those on the former Kingseat hospital site.
4. The existing amenity values and character of the Kingseat precinct, including the former Kingseat hospital site, the coastal environment of the Whatapaka Inlet of the Manukau Harbour, and its surrounding rural environment are maintained and enhanced.
5. The interface between urban, coastal and rural environments is recognised and protected.
6. The local centre is maintained or further developed in a way that achieves its key functions and role as a commercial and retail centre for the precinct.
7. A range of residential densities that support the development of an integrated multimodal transport system (private vehicles, public transport, walking, cycling) is provided.
8. Protected heritage places and the relationship of Mana Whenua to the surrounding area and Whatapaka Creek is recognised, provided for and protected by appropriate subdivision and development.

Policies

The policies are as listed in the underlying Single House, Mixed Housing Suburban, Local Centre, Light Industry and Public Open Space (Conservation, Informal Recreation, and Sport and Active Recreation) zones except as specified below:

1. Undertake subdivision and development in a manner that is consistent with the Kingseat [Precinct Plan](#) in Map 2 and the controls that apply to the sub-precincts.
2. Undertake subdivision and development within the former Kingseat Hospital site in a manner consistent with the sub-precinct A Plan in Maps 4 and 5.
3. Require developers of the Kingseat precinct to provide appropriate stormwater infrastructure to service developments at no cost to the council.
4. Avoid large self-serviced individual sites.
5. Undertake subdivision and development in a manner that maintains, protects and/or enhances those elements identified on the Kingseat precinct plan and relevant planning maps that contribute towards protecting and/or enhancing:
 - a. the existing amenity and character values of the coastal environment of the Whatapaka Inlet, significant watercourses and riparian margins, significant trees and vegetation
 - b. heritage places including the former Kingseat Hospital site
 - c. the interface between the urban village / development areas and the adjoining rural and coastal environments.
6. The relationship of Mana Whenua with the coastal environment is recognised and protected, and in particular adverse effects on wāhi tapu and other taonga in land use and subdivision activities in close

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proximity to the coastal edge.

7. Promote and support the development of a defined local centre with an appropriate range of accessible, walkable and conveniently-located retailing activities, service and commercial activities, and community facilities that serve the day-to-day needs of the precinct and of residents in the wider area.
8. Ensure that subdivision and land use activities establish a transport network that provides for the safe and efficient movement of motor vehicles, pedestrians, horse riders (coastal and rural trails), and cyclists.

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6.12 Māngere 1

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of this precinct is to accommodate the SPCA Auckland Animal Village at 50 Westney Road, Māngere. The SPCA was established on 1978 and is a regionally significant resource providing animal welfare and associated services for Auckland. The facility occupies approximately 40 per cent of the 4ha site and includes administration buildings, an animal hospital, dog and cat adoption facilities, kennels, stables, an on-site custodian's dwelling and a significant amount of land for grazing. The precinct is made up of three sub-precincts A, B and C, which delineate the areas within which certain types of activities should take place.

The SPCA is located at the interface of land zoned mixed housing and light industry. Adjacent activities on residential zoned land include Zayed College for Girls immediately to the north, and a row of established houses occupying the land to the west on the opposite side of Westney Road.

Until recently, the site was relatively isolated from other activities, but gradual development of vacant land adjacent to the village has led to incompatible land uses being established in the area. This has created reverse sensitivity effects. It is therefore important to provide certainty about the range of activities that can occur on the site. The Māngere 1 Precinct [Concept Plan](#) provides guidance on how the site will be developed and used.

Objectives

The objectives for this precinct are those listed below. The objectives in the Business – Light Industry zone do not apply.

1. Certainty is given to current and future activities within the Māngere 1 precinct.
2. Adverse effects associated with current and future activities within the Māngere 1 precinct are recognised and managed.

Policies

The policies for this precinct are those listed below. The policies in the Business – Light Industry zone do not apply.

1. Require current and future activities to align with the Māngere 1 Precinct [Concept Plan](#).
2. Protect the amenity of adjoining residential and education land uses through appropriate built form, scale and location and the implementation of best practice noise management.
3. Recognise the significance of the the animal welfare facility by avoiding competing land uses within the site.

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6.13 Māngere 2

The objectives and policies of the underlying Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Māngere 2 precinct seeks to protect one of the first examples of cluster housing in New Zealand in Teo and Tioro lanes. This state housing was built in 1978 and is significant because it represents a change in the government's housing policies relating to architectural and subdivision design.

Objective

The objectives are as listed in the Single House zone in addition to that specified below:

1. The unique and established character of Teo and Tioro lanes is protected.

Policies

The policies are as listed in the Single House zone in addition to those specified below:

1. Manage the demolition of buildings to ensure that the established built character of Teo and Tioro lanes is protected.
2. Manage new development to ensure it does not detract from the established built and landscape character of Teo and Tioro lanes.

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6.14 Māngere Bridge

The objectives and policies of the underlying Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Māngere Bridge precinct seeks to protect the traditional suburban development of the area, with single large houses on relatively large sites arranged around a distinctive street pattern of the area. In the older eastern half of the Māngere Bridge area, the streets follow a grid pattern. In the newer western half of the area, the streets are curvilinear with cul de sacs. Overall suburban development maintains a spacious character with site sizes ranging from 600m² to 1000m². The underlying zoning is the Single House zone.

Objective

The objectives are as listed in the Single House zone in addition to that specified below:

1. The aesthetic qualities, including the spaciousness of Māngere Bridge's residential environment are maintained.

Policy

The policies are as listed in the Single House zone in addition to that specified below:

1. Retain the spacious residential character of residential development located to the north of Māngere volcanic cone.

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6.15 Māngere Gateway

The objectives and policies of the underlying Future Urban and Light Industry zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Māngere Gateway precinct is comprised of land generally north of the northern runway of the Auckland International Airport and west of George Bolt Memorial Drive and Kirkbride Road. The area currently comprises mainly rural land, but also contains important resources such as the Makaurau Marae and papakāinga area, and the Ōtuataua Stonefields Historic Reserve. The underlying zone for sub-precincts A, B and C is Light Industry, and for sub-precinct D the underlying zone is Future Urban.

The Māngere Gateway precinct contains rules encouraging the establishment of a framework plan to implement the precinct objectives and policies. The precinct contains land use and development controls for:

- retail
- public open space
- yards
- landscape design.

The subdivision standards are specific to the sub-precincts and control:

- site size
- frontage
- rear sites
- protection of heritage and landscape features.

The area has significance extending over hundreds of years as a centre of food gathering and production. Local iwi fished from the harbour, harvested shellfish, grew kūmara in the high-quality volcanic soils, and lengthened the growing season using volcanic rock gardens to heat the soils and increase drainage. Iwi have strong ancestral and spiritual associations with the whole area. It also contains significant natural, cultural and built heritage resources, and public open space.

Significant characteristics of sub-precinct D include:

Māori cultural associations with the area, including wāhi tapu. Examples include:

- The Ōruarangi awa into which some of sub-precinct D drains, and the harvest of food from the awa
- The cultural and use values of the harbour, including coastal access, and harvesting of kaimoana
- The potential for koiwi and archaeological remain surviving under the pasture within the subject land
- The adjoining Māori special purpose zone, containing the Ihumātao Papakainga and Makaurau Marae, representing almost continuous Māori occupation of the Ihumātao Peninsula over many centuries.

Heritage and historic associations, including:

- Cultivation of much of the area as part of a larger food production area over approximately eight centuries by local Māori and (from the mid 19th century) Europeans
- Examples of 19th century dry stone walls
- Historic farmhouses
- The archaeological, architectural, cultural, historic, scientific and technological values associated with the natural and physical resources of Ihumātao that relate to both the Māori and European occupation

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and use of the land.

Landscape and amenity values, including;

- The coastal environment east and north of the quarried Maungataketake cone, extending to the site of the former Ihumātao Wesleyan Mission Station and farmstead and nearby settlements, which retains its rural context and surroundings
- The open space context within which the Ihumātao Papakainga and Makaurau Marae lies
- The open space context within which the Ōtuataua Stonefields Reserve lies
- Ihumātao Quarry Road and its rural context. This road passes through sub-precinct D, and is the main entry road to the Ōtuataua Stonefields reserve.

The adjoining Ōtuataua Stonefields reserve, which contains and protects the bulk of known remnants of past farming practices and wāhi tapu. Within the reserve, the Ōtuataua and Pukeiti volcanic cones immediately adjoin sub-precinct D

- Volcanic cone slopes and lava caves that extend into sub-precinct D
- Ellett's Quarry.

The council has identified a Māngere Gateway heritage route, part of which runs through this precinct to recognise the character and identity for this area. The entire route runs from Auckland International Airport to Māngere Bridge township and Māngere Mountain. The heritage route is intended to create a visitor experience highlighting the natural and cultural heritage resources of the Māngere area.

The precinct provisions should be read in conjunction with the Auckland Airport precinct.

Sub-precinct A

This sub-precinct covers approximately 25.5ha land fronting Kirkbride, Creamery and Ascot roads, with an extensive frontage to Kirkbride Road.

Sub-precincts B and C

These sub-precincts cover approximately 29ha east of Ōruarangi Road. They form part of the Māngere Gateway heritage area and, within the precinct, are the areas closest to the most sensitive cultural, heritage and landscape areas around Ōruarangi Road, the Ōtuataua Stonefields and the Ihumātao papakāinga.

Sub-precinct D

This sub-precinct covers the future urban areas located adjacent to the Ōtuataua Stonefields reserve.

Objectives

1. Business activities in Kirkbride sub-precinct are provided for, allowing for a range of low impact commercial, office and light industrial activities.
2. The unique cultural, natural and built heritage resources of the Māngere Gateway area is recognised.
3. Consistent and high-quality urban design and amenity standards, relating to streetscape, site design, and appearance are created and maintained along and adjacent to the Māngere gateway heritage route.
4. A limited range of business activities is provided for in the Ōruarangi sub-precincts, including visitor-related activities in the area of the heritage route.

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5. The relationship of Mana Whenua with their ancestral lands, water sites, wāhi tapu, and other tāonga is recognised.
6. The Māngere wastewater treatment plant is protected from the reverse sensitivity and other adverse effects of the land use and subdivision activities that could compromise its future operations.
7. Infrastructure, including road, cycle and pedestrian networks, public transport networks, stormwater and wastewater drainage networks and water, power, gas and telecommunication supply networks, is provided for within the precinct.

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Policies

1. Encourage framework plans to be prepared in the Māngere Gateway sub-precincts A, B and C prior to subdivision, the establishment of land use activities and/or development that:
 - a. retain opportunities within the Māngere Gateway precinct for warehousing and distribution activities on sites of at least 4000m² in area
 - b. achieve a high and consistent standard of amenity, particularly along the heritage route
 - c. incorporate consistent features, such as coherent street planting, street lighting and vehicle crossing placement and design.
2. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
3. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring sub-precinct (including within the Auckland Airport precinct).
4. Require a high standard of urban design for subdivision and land use activities, including the location and design of buildings, outdoor areas and signs, and avoid or mitigate adverse effects on the natural, cultural, built heritage and landscape values.
5. Enable the safe and efficient movement of vehicles, cyclists and pedestrians through well designed street network, with particular regard to maintenance of residential amenities in the Māori Purpose zone.
6. Require development of the heritage route, Ōruarangi Road and adjoining areas to integrate the natural and built environment through design elements.
7. Establish protocols in the consent process to manage any finding of archaeological interest, including wāhi tapu that may be identified through development works.
8. Require subdivision and land use activities in sub-precinct A to avoid or mitigate any potential for significant adverse effects, including reverse sensitivity effects on the operations of the Māngere Wastewater Treatment Plant.
9. Avoid any new road access from Kirkbride Road.
10. Enable large scale warehousing in sub-precinct B.
11. Restrict activities to appropriately scaled visitor and tourist facilities in sub-precinct C that will not compromise existing heritage features, include the Paul Homestead.
12. Require business activities in sub-precinct A to avoid adverse effects on the adjacent residential areas.
13. Recognise the public open space adjoining the Waitomokia Creek as having important natural, landscape and heritage values.
14. Require the establishment of an 18m-wide area public open space between sub-precinct C and the Māori Purpose zone as a buffer between urban development and the papakāinga.
15. Require a structure plan for sub-precinct D to take into account significant cultural heritage and landscape values associated with this area.
16. Require the structure plan for sub-precinct D to include consultation with Mana Whenua to identify significant Māori cultural associations with the area, and identify wāhi tapu.
17. Require large scale buildings in sub-precinct D to avoid adverse impacts on the features and values of significance in the area.

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6.16 Māngere Puhinui

The objectives and policies of the underlying Rural Production zone, Public Open Space - Informal Recreation zone, Coastal Transition zone and Special Purpose Cemetery zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Mangere Puhinui precinct is comprised of land to the north and east of the Auckland International Airport, outside of the rural urban boundary. It includes areas of Mangere and Puhinui which were once main areas of Māori settlement (c1000AD – 1860s) as documented in the Report of the Waitangi Tribunal on the Manukau Claim 1985, and which are now largely in rural or public open space use today.

Mangere and Puhinui were strategic areas for settlement by early Māori due to their proximity to the coast (Manukau Harbour and its tributaries) for collecting kaimoana and access, fertile soils for food growing, and maunga for defense purposes. Evidence of Māori settlement has been and continues to be identified through the large number of archaeological sites found within the Mangere and Puhinui areas, and documenting of history passed through the generations of local iwi.

The area contains important geological features, including Pukaki Lagoon, Crater Hill, Mangere Lagoon Explosion Crater, Puketutu Island, and the remnants of Maungataketake. Most of these have been modified through quarrying, but the remnants still remain. The volcanic soils of Mangere and Puhinui are well known as a prolific food growing area, particularly compared to other areas around the region, due to the highly fertile soils, moderate climate and gentle topography.

Mangere Mountain, Pukeiti, and Otutataua also form part of the Mangere volcanic field in the locality, however these are protected via the Public Open Space - Conservation zone controls. Waitomokoia which is located within the Villa Maria Estate and within the urban boundary sits outside of the precinct.

The purpose of the precinct is to recognise the relationship and values that tangata whenua have with the area, maintain an open rural character and areas for food growing, and to protect waahi tapu from being destroyed during site development. The purpose of the precinct is also to protect the significant geological features that remain in the area from damage or further development.

The underlying zones are Rural Production, Public Open space – Informal Recreation, Coastal Transition, and Special Purpose – Cemetery.

The precinct should also be read in conjunction with the Mangere Gateway Precinct.

Objectives

The objectives are as listed in the Rural Production zone, Public Open Space – Informal Recreation zone, Coastal Transition zone, and Special Purpose – Cemetery zone except as specified below:

1. Landscape features, areas of high landscape quality, and areas with high levels of sensitivity to landscape modification are protected.
2. The open rural character of the Mangere Puhinui area is maintained, and soil resources are managed in a way that retains their productive potential.
3. Natural and cultural heritage resources are protected.
4. Recognition or provision is made for the relationship of tangata whenua and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.
5. The natural coastal environment of the Manukau Harbour coastline and its tributaries is preserved.

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Policies

The policies are as listed in the Rural Production zone except as specified below:

1. Require buildings to be sited and designed to avoid any adverse effects on the rural character and visual amenity values of the Mangere Puhinui area.
2. Require development to avoid adverse effects on the landscape amenity values of the area, particularly in areas of high quality landscapes.
3. Avoid adverse effects on natural heritage resources, including geological features and high class soils.
4. Require the use or development of land to avoid adverse effects on the relationship of tangata whenua with their lands.
5. Require development to avoid adverse effects on any sites of historic, cultural or spiritual significance to tangata whenua.

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6.17 Manukau

The objectives and policies of the underlying Metropolitan Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Manukau Square is a focus of activity in the Manukau metropolitan centre and contributes to a high standard of amenity in the area. This precinct seeks to protect the admission of sunlight to Manukau Square during the daytime hours when it will be commonly used and will maintain both the amenity of this square and its function as a community focal point. To achieve this, building controls are placed on sites adjacent to Manukau Square to ensure adequate sunlight for seated areas in the square.

Objective

The objectives are as listed in the Metropolitan Centre zone in addition to that specified below:

1. Manukau Square receives direct sunlight to maintain its amenity and retains its function as a focus of community activity.

Policies

The policies are as listed in the Metropolitan Centre zone in addition to that specified below:

1. Control the built form of development on sites adjacent to Manukau Square, to ensure the admission of sunlight to areas of seating and pedestrian movement during times of high use.

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6.18 Mill Road

The objectives and policies of the underlying Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of the precinct is to allow residential development while establishing a defensible urban boundary along Mill Road in the form of a vegetation buffer. The precinct covers 5.1ha of land at 49, 57 and 71 Mill Road and is zoned as Single House zone in the Unitary Plan.

Objective

The objectives are as listed in the Single House zone except as specified below:

1. The topographical constraints of the Mill Road precinct are recognised.

Policies

The policies are as listed in the Single House zone except as specified below:

1. Limit the total number of residential sites in the Mill Road precinct to 45.
2. Require development to be sensitive to the topography of the area.

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6.19 Papakura

The objectives and policies of the underlying Metropolitan Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The purpose of the Papakura precinct is to ensure that the key pedestrian linkage between the Papakura railway station, a key part of the southern rapid transit corridor, and the Papakura metropolitan centre is retained. The pedestrian linkage and frontage controls will facilitate access to public transport as the metropolitan centre grows.

Objectives

1. Pedestrians have convenient and safe access to the Papakura railway station. that is a key
2. Multi-modal passenger transport facilities are integrated with business and residential development.

Policy

1. Improve pedestrian accessibility between the metropolitan centre and Papakura railway station.

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6.20 Pararēkau and Kōpuahingahinga Islands

The objectives and policies of the underlying Countryside zone apply unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Pararēkau and Kōpuahingahinga islands are located within the Pahurēhure Inlet of the Manukau Harbour. The Hingaia Peninsula lies to the south of the islands, with the established residential suburbs of Conifer Grove and Wattle Downs to the north. As a result, the majority of land located close to Pararēkau and Kōpuahingahinga islands is, or will become, urban. Historically, Pararēkau Island has operated as a pastoral farm located within a wider rural environment.

The purpose of the precinct is to provide for the subdivision and development of Pararēkau Island for countryside living. It will retain and enhance the ecology and character that contributes to the amenity of the area.

The precinct allows for a 11 site subdivision of land on Pararēkau Island while providing for limited public access, protection of sites of significance, including Kōpuahingahinga Island and establishment of vegetation along the coastal edge. Development is managed by [precinct plan 1](#) which shows subdivision layout and [precinct plan 2](#) which shows landscaping and access area plans.

Water quality and coastal margins will be safeguarded through the incorporation of stormwater treatment mechanisms in the precinct. Development will be required to conform with the approved stormwater catchment management plan for Pararēkau Island, which includes measures to avoid or mitigate the potential for sediment removal and flooding.

Objectives

The objectives are as listed in the Countryside Living zone except as specified below.

1. Pararēkau Island is developed in a manner that retains and enhances the island's amenity and heritage values, and mitigates potential adverse environmental effects.
2. The natural character of the coastal environment of Pararēkau and Kōpuahingahinga islands are protected from inappropriate subdivision, use and development.
3. The open space and rural character of the islands is protected.
4. The landscape, heritage and ecological values of Kōpuahingahinga Island are protected and enhanced.
5. Safe public access to and along the coastline of the islands is provided.
6. Coastal erosion on the islands and causeways is managed in a precautionary way to avoid hazards from coastal erosion and rising sea levels.

Policies

The policies area as listed in the Countryside Living zone except as specified below.

1. Enable the comprehensive development of Pararēkau Island for low-density countryside living activities in a manner that:
 - a. creates a permanent pattern of settlement
 - b. provides a high quality of amenity for residents and visitors
 - c. preserves the natural character of the coastal environment from inappropriate subdivision, use, or development
 - d. protects and enhances the landscape character and rural amenity values of the island
 - e. retains the largely unbuilt landscape

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- f. provides safe public pedestrian and cycle access to, and around, the island
 - g. incorporates appropriate landscaping within Pararēkau Island and the retention of the native vegetation of Kōpuahingahinga Island.
2. Protect the ecological, heritage, visual amenity and landscape values of Kōpuahingahinga Island from inappropriate subdivision use and development.
 3. Require an integrated, sustainable approach to the management of development on the islands and the causeways, and to coastal hazard risk including coastal erosion and sea level changes due to climate change.
 4. Recognise the importance of the natural coastal margins as a form of coastal defence and as an environmental, social and cultural resource.

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6.21 Pine Harbour

The objectives and policies of the underlying Marina, Mixed Housing Suburban, and Terrace Housing and Apartment Buildings zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Pine Harbour marina is located in Beachlands. It is a public transport node which provides passenger ferry services to the Auckland Central Business District for the Beachlands and Maraetai settlements and the surrounding rural area. A higher density of development is provided for in the Pine Harbour precinct to reinforce its role as a passenger transport node.

The Pine Harbour precinct provides for the mixed used development of the landward component of the Pine Harbour marina into a distinctive marina based community. The precinct covers approximately 11ha.

The key purpose of the Pine Harbour precinct is to implement the precinct plan ([Precinct plan 1: Pine Harbour precinct Extent of areas 1-3](#)) to ensure that the precinct creates high quality mixed use development which is integrated with the wider Beachlands settlement. The integration of the built form (including buildings, street pattern and open spaces) with the existing Beachlands settlement (along the northern boundary) and the adjoining Beachlands precinct (along the eastern boundary) is important. The Pine Harbour precinct plan includes provision for a road connection with Karaka Road in the event that the existing reserve located at the Karaka Road and Sunkist Bay Road intersection is not developed.

The precinct is divided into three sub-precincts for marina, residential and open space purposes. [Precinct plan 1](#) also identifies the indicative location of the stormwater management area. This covers the existing watercourse, stormwater pond and the area which may be required for the future expansion of the pond. The long-term objective is to investigate the rehabilitation of the watercourse with riparian planting on either side where practicable. The stormwater management area is to remain in private ownership and is not required to be vested in the council.

Sub-precinct A: Marina

Area 1 - Industry

Area 1 provides specifically for marine industrial activities. Marine related uses which are non-industrial in nature (such as offices and marine retail) are non-complying activities to recognise the limited spatial extent of Area 1. This is to ensure that non-marine industrial activities do not undermine the efficient use of this limited space. Area 1 has a maximum building height of 9m and a building restriction line to ensure that coastal views from the established residential area along Pine Harbour Parade are generally retained.

Area 2 - Commercial

Area 2 covers the existing commercial buildings and the additional area which may be required for future commercial buildings servicing the marina and marine-related uses, such as marine retail and offices. Area 2 does not provide for marine industrial activities. Area 2 is located adjacent to the current ferry berthing area.

Buildings within Area 2 front onto the sub-precinct B Open Space area to form a strong edge and define the open space.

Sub-precinct B: Open Space

Sub-precinct B overlooks the Marina and will be bordered by a range of mixed use buildings. It is to operate as a multi-functional area and is the “green heart” of Pine Harbour. The green itself will be largely free of landscape interventions or buildings and can be used for a range of passive recreational activities.

Sub-precinct B incorporates a future plaza area between sub-precinct C Area 4 (Northern Apartments) and sub-

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precinct C Area 5 (Southern Apartments). This plaza is the pedestrian extension of Ninth View Avenue into Pine Harbour from the Beachlands Precinct. The landscape features of this plaza will provide a strong focal connection through to the Marina itself.

The Pine Harbour precinct plan illustrates the location of the future excavation area to extend the marina. The provisions of sub-precinct B will continue to apply to this area until resource consent for the extension of the marina is granted.

Sub-precinct C: Residential

Sub-precinct C contains the residential components of the Pine Harbour precinct. It consists of three distinct areas: Transition (Area 3), Northern Apartments (Area 4) and Southern Apartments (Area 5).

Area 3 - Transition

Area 3 is the transitional area between the existing low density residential development in Beachlands and the higher density apartments within the Pine Harbour precinct. Mixed Housing Suburban zone provisions apply to Area 3. The purpose of Area 3 is to ensure transitional quality and integration with existing Beachlands urban area and the Beachlands Precinct.

Area 4 – Northern Apartments and Area 5 – Southern Apartments

Terrace Housing and Apartment Buildings zone is applied to Area 4 (Northern Apartments) and Area 5 (Southern Apartments). The majority of Area 4 is to contain apartments up to four storeys high and Area 5 up to three storeys high.

The Additional Height Overlay areas shown in the Pine Harbour precinct plan enable maximum height of 18m, which allows for apartments of five storeys. These buildings are key marker buildings, which require the design to clearly address each street frontage. The additional height will be used to articulate the prominence of the corners.

The Mixed Use overlay areas shown in the Pine Harbour precinct plan enable the ground floor of apartment buildings to be designed to allow for either commercial or residential use.

The objectives and policies of the underlying Marina, Mixed Housing Suburban and Terrace Housing and Apartment Buildings zones apply in the Pine Harbour precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Objectives

The objectives are as listed in the Marina, Mixed Housing Suburban and Terrace Housing and Apartment Buildings zones except as specified below:

1. The precinct allows for the development of an integrated mix of residential, business, open space and marine related activities, creating a distinctive marina based community.
2. An appropriate development density and mix of land uses are provided in the precinct to support its function as an efficient passenger transport node.
3. The precinct is integrated with both the existing and future urban form of the Beachlands settlement (including the Beachlands 1 precinct area).
4. A safe and efficient transport network is integrated and connected with the existing and planned transportation network, including connections between Beachlands and Pine Harbour.
5. Public access is maintained, enhanced and integrated with the public open space zoned land, coastal marine area and the Beachlands 1 precinct.
6. A high amenity environment is created through the placement and design of buildings, roads and open spaces recognising the coastal setting of Pine Harbour Marina.

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7. Stormwater infrastructure is provided in an effective and efficient way, including integration with the wider catchment.
8. Water and wastewater infrastructure is provided in an effective and efficient way, including the ability to connect to the Beachlands-Maraetai Sewage Treatment Plant.

Policies

The policies are as listed in the Marina, Mixed Housing Suburban and Terrace Housing and Apartment Buildings zones except as specified below:

1. Require land use, subdivision and development to be generally in accordance with the Pine Harbour Structure Plan shown in [Figure 1](#).
2. Provide for increased development density to promote the role of the precinct as a passenger transport node.
3. Provide for a range of activities at a scale complementary with the amenity values of the precinct.
4. Require the layout, form and design of buildings, roads and open spaces within the precinct to:
 - a. integrate with the existing and future form of the Beachlands settlement (including alignment of roads);
 - b. address potential adverse effects on adjoining land uses;
 - c. assist with the implementation of transportation connections between Beachlands and Pine Harbour;
 - d. assist with the integration of passenger transport services;
 - e. create opportunities for multi-functional, safe, passive or active recreation;
 - f. ensure ongoing public access to the coastal marine area;
 - g. ensure the provision of walkways providing pedestrian linkages through the precinct; and
 - h. recognise and provide for the character of the coastal environment and its associated amenity values.
5. Require potential adverse effects (including reverse sensitivity) of any development and activities within the precinct on the character of the coastal environment and on the amenity values of the surrounding area to be avoided, remedied or mitigated.
6. Require that all development is connected to a public reticulated wastewater treatment and disposal system.

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6.22 Pukekohe Hill

The objectives and policies of the Single House, Large Lot, Countryside Living and Rural Production zone(s) apply in the Pukekohe Hill precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Pukekohe Hill precinct covers approximately 196ha of land and is located at the southern urban edge of Pukekohe.

Development within the precinct addresses groundwater recharge effects by limiting the amount of impervious surfaces and requiring specified on-site stormwater detention and soakage systems together with the need to protect the heritage and amenity values of the summit and the northern slopes of Pukekohe Hill.

All subdivision and development within the area should be generally in accordance with the Pukekohe Hill concept plan.

The precinct includes five sub-precincts:

- Pukekohe Hill Sub-Precinct A which covers the underlying Single House zone
- Pukekohe Hill Sub-Precinct B which covers the underlying Large Lot zone
- Pukekohe Hill Sub-Precinct C which covers the underlying Countryside Living zone
- Pukekohe Hill Sub-Precinct D which covers the underlying Countryside Living Zone (but has additional activity controls)
- Pukekohe Hill Sub-Precinct E which covers the underlying Rural Production Zone

The precinct provides for the preparation of framework plans designed to accommodate development whilst protecting vegetation, views and the character of the landscape.

Objectives

The objectives as listed in the Single House, Large Lot, Countryside Living and Rural Production zone(s) apply in addition to the objectives specified below.

1. Subdivision and development is designed to complement and integrate with the rural landscape character.
2. Stormwater runoff, flooding, soil erosion and siltation from the Pukekohe Hill precinct are minimised.
3. Significant heritage and amenity values of the summit and the northern slopes of Pukekohe Hill are protected from inappropriate development.

Policies

The policies as listed in the Single House, Large Lot, Countryside Living and Rural Production zone(s) apply in addition to the policies specified below.

1. Contain subdivision within the boundaries of the Pukekohe Hill precinct.
2. Require subdivision and development to incorporate sustainable stormwater management systems including on-site detention and soakage to ground.
3. Enable council to provide a stormwater system as generally shown on the Pukekohe Hill precinct plan.
4. Restrict the size of sites to minimise the effects of development on the open landscape character of the area.
5. Maintain the open landscape character of the middle and upper slopes by graduating the intensity of

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development from the bottom to the top of Pukekohe Hill.

6. Control development in sub-precincts D and E with respect to:
 - a. its design and appearance relative to the Hill's form and shape, natural vegetation, pattern of rural land uses and the position and appearance of the structures and roads on it, and
 - b. the extent to which it would be visually incongruous with the Hill or incompatible with other developments in the vicinity.
7. That views from the public reserves at the summit of Pukekohe Hill be protected and, where possible, enhanced.
8. Design subdivision and development to:
 - a. minimise the amount of earthworks
 - b. avoid modifying natural watercourses
 - c. incorporate sustainable stormwater management design including on-site detention and groundwater recharge.
9. Encourage the use of public roads as a buffer between residential and rural land uses.
10. Encourage the preparation and development of framework plans in sub-precinct B to manage growth in a manner that supports a liveable rural urban environment whilst protecting the open landscape values of Pukekohe Hill.
11. Discourage amendments to approved framework plans, unless they ensure:
 - a. that development is clustered in areas that are not prominent when viewed from beyond the Hill to the north, or from other public places such as roads and walkways
 - b. a decrease in site density from the lower slopes of the Hill to the upper slopes continues
 - c. sites and dwellings are served by the minimum number of access points off roads
 - d. subdivision and associated development can achieve a comprehensive, complementary and consistent character through the use of design guidelines, covenants or similar mechanisms.

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6.23 Rosella Road

The objectives and policies of the underlying Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Rosella Road precinct seeks to protect the group of californian bungalows, transitional bungalow cottages, english cottage and english cottage revival houses built around the 1920s and 1930s in Rosella Road, Mangere East. The precinct seeks to protect building spacing, orientation, setback, scale, height, roof forms and the extent of site coverage.

Objective

The objectives are as listed in the Single House zone in addition to that specified below.

1. The unique and established character of Rosella Road is protected.

Policies

The policies are as listed in the Single House zone in addition to those specified below.

1. Manage the demolition of buildings so that the established built character of Rosella Road is protected.
2. Manage new development so it does not detract from the established built and landscape character of Rosella Road.

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6.24 Runciman

The objectives and policies of the underlying Countryside Living zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Runciman precinct is located east of Pukekohe in the vicinity of Runciman.

The purpose of the Runciman precinct is to provide a rural countryside living opportunity where subdivision and development is able to be undertaken in a comprehensive and integrated manner recognising the environmental values and character of the area.

The Runciman precinct contains two sub-precincts. These are Runciman sub-precinct A – Hills and Runciman sub-precinct B - Flats. Runciman sub-precinct A – Hills is a lower density environment with a lower capacity to absorb development. Runciman sub-precinct B - Flats, has the greater potential to absorb development. Both sub-precincts use a clustering method for managing development. The precinct is considered unsuitable for transfer development sites due to the sensitivity of the landscape. The precinct is characterised by a number of waterways which can be enhanced to improve terrestrial and aquatic biodiversity, catchment quality and the natural environment.

The precinct incorporates the following [plans](#):

Precinct Plan 1: Landscape and Visual Absorption Capacity Plan

Precinct Plan 2: Reserves and Connections

Precinct Plan 3: Natural and Physical Resources

Precinct Plan 4: Riparian Corridors

Precinct Plan 5: Park Concept Plan Development Areas

Objectives

The objectives are as listed in the Countryside Living zone except as specified below:

1. Rural countryside living is managed in an integrated manner recognising the location and visual characteristics, existing environment and natural values, and relationship to the surrounding area with good accessibility to major transport networks (in particular State Highway 1).
2. Rural countryside living subdivision and development is accommodated in a form that has an open and spacious rural character.
3. Rural countryside living subdivision and development recognises the area's distinct landscape characteristics.
4. Subdivision and development results in significant environmental benefits, protecting, enhancing and/or restoring ecological values and natural features.
5. Subdivision and development provides appropriately designed and functioning infrastructure.
6. Subdivision provides for safe, well-connected vehicle access and recreation trails.

Policies

The policies are as listed in the Countryside Living zones except as specified below:

1. Manage rural countryside living through a comprehensive process to direct and guide development and subdivision to achieve development that is integrated with the natural and physical environment and infrastructure.
2. Require rural countryside living subdivision, use and development to achieve an open and spacious rural character and recognises existing landscape characteristics and attributes by:
 - a. limiting the density of sites in a manner appropriate to rural countryside living

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- b. promoting subdivision opportunities based on the extent of identified landscape areas and their visual absorption capacity
 - c. enabling cluster style rural countryside living, ensuring that specified building areas are grouped in clusters and that clusters are separated from identified road corridors and other clusters, to achieve an appropriate form of open spacious rural character in between clusters
 - d. requiring separation distances between specified building areas located outside clusters
 - e. Locating specified building areas and dwellings to integrate these within the undulating landforms, steep slopes and prominent ridgelines
 - f. establishing visual amenity enhancements (screening, landscaping or woodlots) and incorporating notable vegetation and retention of rural structures into the design and layout
 - g. avoiding linear ribbon subdivision and development along road corridors
 - h. avoiding urban forms of residential subdivision
 - i. avoiding significant modifications to landforms and natural features
 - j. avoiding the precinct being used as a receiver environment for transferable rural site subdivision rights.
3. Require the integrated and comprehensive development of sites to ensure that the adverse effects of development are managed and all environmental enhancement obligations are implemented.
 4. Prevent the creation of further sites where subdivision entitlements have been fully utilised so as to avoid undermining the precinct's character.
 5. Avoid adverse effects on the visual landscape character of the road corridors and the area as a whole by preventing the further fragmentation of existing smaller rural sites (less than 5 hectares).
 6. Protect and enhance the ecological values of existing indigenous vegetation and wetlands, and plant, restore and protect the riparian margins of streams to develop riparian corridors.
 7. Promote efficient low impact infrastructure serving subdivision and development.
 8. Require subdivision and development to provide an appropriate wastewater disposal system and low impact stormwater discharge system to service the proposal.
 9. Establish a network of recreational trails for walking, cycling and horse riding.
 10. Avoid adverse effects on nationally and regionally significant infrastructure.
 11. Provide for opportunities for appropriate rural activities to be integrated with countryside living.

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6.25 Takanini

The objectives and policies of the following underlying zones apply to the sub-precincts below, unless otherwise specified:

Sub-precinct A:

- Public Open Space - Informal Recreation
- Light Industry
- Mixed Housing - Suburban.

Sub-precinct B: Local Centre

Sub-precinct C: Mixed Use

Sub-precinct D: Mixed Housing Suburban

Sub-precinct E: Single House .

Refer to Takanini [Precinct Plan 1](#) for the location and extent of the Takanini precinct and sub-precincts. [Figure 1](#) relates to soakage pit requirements. Takanini [Precinct Plan 2](#) is a landscape plan for sub-precinct A. Takanini [Precinct Plan 3](#) identifies two retail areas within sub-precinct C (Areas 1 and 2).

Precinct description

The Takanini precinct applies to some 320 hectares of land. The precinct is divided into 5 sub-precincts (A to E) which seek to encourage the subdivision and development of this land in a comprehensive manner to achieve a quality built and well-connected environment.

The Takanini precinct contains development controls in response to known geotechnical limitations.

Sub-precinct A

Takanini sub-precinct A applies to some 41.5 hectares of land between the Papakura Stream, Takanini School Road, Manuroa Road and Porchester Road. This land is currently undeveloped. The sub-precinct provisions include specific development controls relating to vehicle access, overland flowpaths and geotechnical constraints. Subdivision is to be in compliance with Takanini [Precinct Plan 1](#) in order to require connections to the surrounding area.

The underlying zones within the sub-precinct are:

- Public Open Space - Informal Recreation
- Light Industry
- Mixed Housing -Suburban

Subdivision and development in sub-precinct A must comply with the landscape plan in Takanini [Precinct Plan 2](#).

An extension to the Mahia Branch Sewer is proposed within sub-precinct A. Its indicative location is shown on Takanini [Precinct Plan 1](#). A Mahia Branch Sewer Network Utility Yard applies to sub-precinct A to protect the future alignment of the Sewer Line.

When proposing a new site or building part or all of which will be located within the Mahia Branch Sewer Line Network Utility Yard, consultation with Watercare Services Limited is advised. Evidence of consultation with and support or comments from Watercare should be included in the subdivision or resource consent application.

Sub-precinct B

Takanini sub-precinct B applies to some 4.5 hectares of land with frontage to Porchester Road. This land is currently undeveloped. Subdivision and development should achieve a quality and well-connected environment, which will principally serve the local convenience needs of the surrounding residential area within Takanini sub-precinct D. The preparation and development of framework plans is encouraged in this sub-precinct to avoid ad hoc development. The underlying zone is Local Centre.

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Sub-precinct C

Takanini sub-precinct C applies to some 5.4 hectares of land bounded by Walters Road, Arion Road and the North Island Main Trunk Railway. This land is partly developed. This sub-precinct is intended to provide a transition between the Takanini Town Centre and residential land in Takanini sub-precinct D. It provides for residential and smaller scale commercial activity that does not cumulatively affect the viability of nearby centres. A mix of activities is encouraged in this sub-precinct, however there is a limitation on the total gross floor area of large format retail. This limitation is intended to ensure that development is of a scale that is appropriate to the adjoining residential area. Sub-precinct C is also subject to a number of development controls in response to known geotechnical limitations. The underlying zone is Mixed Use.

Takanini [Precinct Plan 3](#) identifies two retail areas within sub-precinct C (Areas 1 and 2), for which special provision is made in the activity table.

Sub-precinct D

Takanini sub-precinct D applies to some 214 hectares of land throughout the wider precinct, and covers the largest land area of the five sub-precincts. It also contains a number of development controls in response to known geotechnical limitations which have been identified through legacy structure planning. The preparation and development of framework plans is encouraged in this sub-precinct to avoid ad hoc development. The underlying zone is Mixed Housing - Suburban.

Sub-precinct E

Takanini sub-precinct E applies to two areas of land. The eastern portion is between Papakura-Clevedon and Old Wairoa roads. The western portion includes the Papakura Military Camp site previously occupied by the NZ Army. The Papakura Military Camp encompasses Lot 1 DP 329779 Secs 1-4 SO 317074, Pt Lot 1 DP 168748 Secs 3-4 SO 70474 and Pt Lot 1 DP 170957. Development at a low density is encouraged in this sub-precinct to assist in maintaining the elements of amenity and open space character. The area bounded by Papakura-Clevedon and Wairoa roads incorporates aspects of the relevant legacy structure plan. Sub-precinct E contains development controls in response to the known geotechnical limitations in the area, and provides for a landscape buffer between development along Papakura-Clevedon road and the adjacent rural zone. So that development in this sub-precinct takes place in a manner that maintains amenity and open space character, the preparation of framework plans is encouraged before subdivision and development commences. The underlying zone is Single House.

Objectives

The objectives are as listed in the relevant underlying zones except as specified below:

1. Subdivision and development occurs in a coordinated way that implements Takanini [Precinct Plan 1](#).
2. Subdivision and development avoids, remedies or mitigates the potential adverse effects from developing on land subject to stormwater and geotechnical constraints.

Sub-precinct A

3. Subdivision supports walking, cycling, and public transport use and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.
4. Subdivision and development implements the landscape plan in Takanini [Precinct Plan 2](#).

Sub-precinct B

5. Subdivision and development occurs in a way that avoids ad hoc development and implements any approved framework plan.
6. Commercial activity development is of a scale that is appropriate to the adjoining residential area.

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Sub-precinct C

7. Large format retail development is of a scale that provides a transition between the residential area and the Takanini Town Centre.
8. Retail tenancies are of a scale appropriate to the sub-precinct's size and adjoining residential area.

Sub-precinct D

9. Subdivision supports walking, cycling, and public transport use and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.
10. Subdivision and development occurs in a way that avoids ad hoc development and implements any approved framework plan.

Sub-precinct E

11. Subdivision and development is designed so that it maintains significant elements of existing amenity values and character, and implements any approved framework plan.

Policies

The policies in the relevant residential and business zones apply except as specified below:

1. Require subdivision and development to be designed to avoid, remedy or mitigate the potential adverse effects from developing on land subject to stormwater and geotechnical constraints.
2. Require the key structural elements of Takanini [Precinct Plan 1](#) to be incorporated into all subdivision and development.

Sub-precinct A

3. Subdivision should occur in a way that supports various transport choices and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.

Sub-precinct B

4. Encourage the preparation and development of a framework plan to enable comprehensively planned subdivision and development, and avoid ad hoc development.
5. Limit the total gross floor area of commercial activities.

Sub-precinct C

6. Limit the total gross floor area of large format retail.
7. Limit the size of retail tenancies on Arion Road.

Sub-precinct D

8. Subdivision should occur in a way that supports various transport choices and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.
9. Encourage the preparation and development of a framework plan to enable comprehensively planned subdivision and development, and avoid ad hoc development.

Sub-precinct E

10. Framework plans are encouraged to ensure subdivision and development in sub-precinct E is designed and implemented in a manner that maintains significant elements of existing amenity values and character.

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Sub-precincts B, D and E

11. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
12. Require a framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within in the sub-precinct, where a framework plan can only be prepared for part of a sub-precinct.
 - b. any neighbouring sub-precinct.

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6.26 Waiouru

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Waiouru precinct in East Tamaki comprises around 200ha of land at the western end of the Waiouru Peninsula. It has an extensive coastline comprising mainly cliffs. The tidal Pakuranga Creek and the upper reaches of the Tamaki River are to the north and north-west. To the south-west are the remnants of the Waiouru Tuff Mound, a regionally important and ancient volcano. To the south is the tidal Otaru Creek.

The land is mostly gently rolling, with two distinct terraces. Historically, the area was generally used for pastoral farming and before that, the area was occupied by Māori. The former homestead of Sir Woolf Fisher is also located within the precinct.

There is extensive evidence of pre-European Māori occupation along the lower-lying western and northern areas within approximately 20-30m of MHWS tides. These archaeological sites are largely located within public open space areas, particularly the esplanade reserves.

The land is traversed by high voltage electricity transmission lines which connect to the Otaru sub-station; the Auckland-Ruakaka high pressure gas pipeline; and two major trunk sewer lines (the East Tamaki Interceptor and the Tamaki South East Branch).

Development of the Waiouru Peninsula, also known as Highbrook, began around 2000. The area forms a significant business centre, and in the future it is envisaged that there will be 10,000 – 15,000 employees working in the area. Business types locating there include light industrial activities, warehouses and associated head offices, some retail to support workers, a hotel and large office complexes. At 2013, around 50 per cent of the area had been developed.

The zone underlying the precinct is the Light Industry zone. The purpose of the precinct is to promote a location where low-impact technology businesses and offices can group together in a low-intensity park-like environment. The precinct will allow for development of a business centre containing offices, with supporting retail and food and beverage outlets which are surrounded by light industrial activity areas and accessory offices.

The precinct is comprised of three sub-precincts:

- Sub-precinct A covers most of the precinct and the purpose of this sub-precinct is to enable light industrial activities and associated offices.
- Sub-precinct B is similar to sub-precinct A, but sub-precinct B is aimed at high tech tenants requiring a relatively high proportion of office space alongside warehousing. Sub-precinct B also creates a transition area between sub-precincts A and C.
- Sub-precinct C, at the centre of the precinct, comprises higher intensity activities and predominantly contains offices and businesses which support the precinct, such as food and beverage outlets.

Objectives

The objectives are as listed in the Light Industry zone in addition to those specified below.

1. A high-quality business centre on the Waiouru Peninsula is provided for which enables a mix of activities appropriate to each sub-precinct area, including light industry activities and accessory offices, with supporting retail and food and beverage outlets.
2. Development connects well with the surrounding street network.
3. Views to the Waiouru Tuff Mound are protected when viewed from the south-west on Highbrook Drive.

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Policies

The policies are as listed in the Light Industry zone in addition to those specified below.

1. Enable offices and supporting retail and food and beverage outlets in the central area of the precinct.
2. Limit the development of offices outside the central area of the precinct where they are accessory to light industrial activities.
3. Require new developments in the central area of the precinct to provide a high standard of amenity (including building design and external appearance and landscaping) to create a high-quality environment.
4. Enable development that integrates well with the surrounding road network.
5. Protect views to the Waiouru Tuff Mound when viewed from the south-west on Highbrook Drive.

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6.27 Waiuku

The objectives and policies of the underlying Light Industry and Rural Production zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Waiuku precinct area comprises approximately 107ha of land which lies to the east of Waiuku and is strategically situated adjacent to two important roads, which are:

- Glenbrook-Waiuku Road, the main road that leads to the steel mill at Glenbrook and to State Highway 1
- Waiuku Road, the main road that leads to Pukekohe

The location of the precinct at this strategic intersection means that heavy vehicles will not be required to pass through the town in order to get to the two most significant destinations near Waiuku, namely State Highway 1 and Pukekohe.

The precinct is comprised of four sub-precincts:

- Three sub-precincts (A-C) which have an underlying zone of Light Industry.
- Sub-precinct D which has an underlying zone of Rural Production.

The Waiuku precinct is currently being used for rural activities. The existing vegetation in the precinct consists of shelter-belts, native bush, pasture and crops. One area of bush is a large 2.2ha covenanted area located centrally to sub-precinct A. This natural feature contributes to the amenity of the industrial areas contained within the precinct.

Sub-precinct C is the gateway from Auckland to urban Waiuku, and it is anticipated that this sub-precinct will contribute to the character and image of Waiuku as an attractive rural town.

Sub-precinct D includes rural areas that interface with the nearby business areas. The activities provided for in sub-precinct D support the rural economy and the visitor sector.

All subdivision and development within the area should be in general accordance with the [precinct plan](#).

The precinct falls outside any approved urban stormwater catchment area for Waiuku. However, the precinct recognises that stormwater is a constraint to development and a stormwater network discharge consent for the catchment is required prior to development occurring.

Objectives

The objectives for sub-precincts A-C are as listed in the Light Industry zone except as specified below, and the objectives for sub-precinct D are as listed in the Rural Production Zone except as specified below:

1. An industrial centre in Waiuku that provides for a mix of activities, which includes light industry and supporting retail and food and beverage outlets is encouraged.
2. Actual and/or potential conflicts at the interface between the industrial areas in the precinct and the Glenbrook Vintage Railway, and on the character of rural roads are managed.
3. Urban activities and/or intensification are prevented, prior to the approval of a stormwater network discharge consent.
4. Development must give effect to, and be in general accordance with the intent of the [precinct plan](#).

Policies

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The policies for sub-precincts A-C are as listed in the Light Industry zone, except as specified below and the policies for sub-precinct D are as listed in the Rural Production zone except as specified below:

1. Encourage supporting commercial services, retail and food and beverage outlets to locate in sub-precinct A.
2. Limit the ability of non-industrial activities to locate in sub-precinct B.
3. Provide for a diverse range of activities including visitor attractions and activities in sub-precinct C.
4. Provide for a range of activities which support the rural economy and provide for visitor attractions in sub-precinct D.
5. Limit access for commercial and industrial traffic from Shakespeare and Hall Roads.
6. Manage potential adverse visual effects along the Glenbrook Vintage Railway through the use of development controls.
7. Require development to occur in a manner which is consistent with the precinct plan and in a manner which takes into consideration the requirements of an approved stormwater network discharge consent.

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6.28 Whitford

The objectives and policies of the underlying Countryside Living zone apply in the Whitford precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

The Whitford precinct covers approximately 3735ha of rural land that lies entirely within Tūranga, Waikōpua, Te Puru and Beachlands stream catchments, collectively known as the Whitford catchment. The precinct is a rural area located close to the urban areas of Botany, Howick and Flat Bush. The precinct provisions provide for countryside living development that maintains and enhances landscape character, rural amenity values and environmental quality of the area.

A carrying capacity approach is applied to the precinct. This has been identified as 925 dwellings, including existing and possible dwellings. Subject to strict controls, including careful placement of development, mitigation and enhancement, there is potential for up to a maximum of 925 household units to be established within the precinct without generating significant adverse effects on existing character and amenity values.

This precinct includes two sub-precincts - Whitford sub-precinct A and Whitford sub-precinct B, and six mapped indicative constraints areas. Land not located within any of the six constraints areas is generally considered to be the least sensitive of all land within the precinct and the most appropriate location for development. However, as the constraints are indicative, council will require detailed analysis and design to accompany resource consent applications to subdivide or develop land.

Whitford sub-precinct A

This contains three distinct areas of land. The first lies within the Tūranga Stream catchment. It is characterised as rolling hill country, which generally consists of slopes between 10-20 degrees, and occasional steeper slopes. The second area includes all the land that lies immediately north of the Trig Road ridge and south of Whitford-Maraetai Road. The third area lies in both the Turanga and Waikōpua Stream catchments and is characterised as steep hill country. This area contains some of the steepest land within the Whitford Catchment. The Whitford sub-precinct A contains a significant proportion of slopes steeper than 15 degrees within the precinct. An average site size of 3.5ha is applied to this sub-precinct.

Whitford sub-precinct B

This area lies within both the Te Puru and the Beachlands south stream catchments. It has a coastal edge and, as a result, it includes specific provisions addressing both the landscape character and environmental considerations. An average site size of 5ha is applied to this sub-precinct.

Road corridor indicative constraints area

This constraints area is based on a visibility out to 300m every 50m along arterial roads within the Whitford precinct, being Whitford Park Road, Sandstone Road and Whitford-Maraetai Road, shown in [Figure 4](#) (refer Part 4.5.6.3), so that:

- existing views of the wider countryside are maintained along the roads network
- separation distances between developments are maintained by dispersing dwellings or clusters of dwellings.

Scenic amenity indicative constraints area

This constraints area applies to all sensitive ridgelines above the 80m (RL) contour within the Whitford precinct that are visible from the main roads, shown in [Figure 3](#) (refer Part 4.5.6.3) to:

- maintain the existing balance between the built environment and existing natural areas, including areas of native vegetation, pastoral lands and production forestry, particularly along the ridgelines that enclose the precinct

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- maintain separation by dispersing development.

The hill country and ridgelines surrounding the precinct not only contribute significantly to landscape character and rural amenity values within the area, but also to the surrounding suburbs of Howick and Cockle Bay and the wider Whitford area. Limiting the number of buildings and structures in the skyline ridge and hill country areas is therefore critical to maintaining rural amenity and the perception that the precinct is rural in character.

Riparian management indicative constraints area

This constraints area applies, as a minimum, to all land lying 10m either side of all existing permanent streams within the precinct, shown in [Figure 2](#) (refer Part 4.5.6.3) to:

- protect existing landscape features associated with riparian margins
- allow for sediment control between household units and streams
- provide visual screening opportunities between household units
- provide for possible future recreational and ecological corridors.

No development is permitted within the constraints area. The objective is to limit the amount of development in gully areas and in proximity to streams, and to allow the setting aside and replanting of these areas with native vegetation. The 20m width of the constraints area is the minimum requirement only. The actual area of riparian margin that may be required to be enhanced and/or protected may be greater, depending on the topography and physical characteristics of the stream. This would be assessed at resource consent stage.

Coastal indicative constraints area

The coastal edge contributes to the existing character and amenity values of Whitford's landscape, refer to [Figure 3](#) (refer Part 4.5.6.3). Views of the coastal edge, estuarine areas and the inner Hauraki Gulf are a source of significant amenity to the area. This constraints area covers the area where land subdivision, use and development can influence coastal landscape and amenity within the precinct. The primary purpose of this constraints area is to protect existing landscape character and amenity values associated with the coastal edge including beaches, intertidal areas, estuaries, cliffs, escarpments and coastal slopes.

Native vegetation indicative constraints area

This constraints area identifies areas of native vegetation for protection and enhancement, shown in [Figure 2](#) (refer Part 4.5.6.3) to:

- protect existing native vegetation for future generations
- provide opportunities for increased diversity through permanent legal protection of existing areas of native vegetation through fencing, weed and pest control
- enhance the landscape to ensure ecological services are maintained during and after development
- protect the quality and resilience of the resource.

Slopes indicative constraints area

A significant portion of the precinct consists of slopes steeper than 15 degrees, refer to [Figure 1](#) (refer Part 4.5.6.3). The northern and eastern parts of the precinct form a series of prominent hills and valleys. Large tracts of unstable ground are situated in the southern part of the precinct. This is delineated as the Southern Landslide zone and covers approximately one third of the precinct. Within this zone there is evidence of mass land movement and benched topography, typical of deep-seated block sliding.

The location of the slopes steeper than 15 degrees is mapped as an indicative constraints area to:

- avoid development within these areas unless it can be proven that the building platform is stable

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- encourage stabilisation and landscape and ecological enhancement through revegetation of steep and erosion-prone slopes.

Objectives

The objectives are as listed in the Countryside Living zone except as specified below:

1. Countryside living development occurs while the:
 - a. landscape character and rural amenity values are maintained and enhanced
 - b. operation of rural production activities continue without being constrained by the adverse effects of reverse sensitivity.
2. Subdivision, use and development of land protects and enhances the terrestrial and aquatic ecology of remnant native bush and vegetation, perennial and ephemeral streams, wetlands, and estuarine and coastal areas within the Whitford precinct.

Policies

The policies are as listed in the Countryside Living zone except as specified below:

1. Identify areas where constraints on development are necessary to prevent them from being visually prominent or obtrusive when viewed from public places.
2. Monitor development trends to ensure no more than 925 dwellings are built.
3. Require land subdivision, use, and development to maintain and enhance the natural character and ecological values of native bush and vegetation areas, the streams and coastal waters.
4. Require the retention and enhancement of the natural character and ecological values of native vegetation, riparian areas and streams within the precinct.
5. Identify areas subject to significant erosion or land instability risk, and ensure development avoids them.
6. Provide incentives for biodiversity enhancement.
7. Maintain or enhance water quality in tributaries and the wider Whitford estuary system by:
 - a. minimising land disturbing activities
 - b. protecting and enhancing remnants of native vegetation, riparian vegetation and wetlands
 - c. improving biodiversity values through design.
8. Manage the erosion and sediment generation effects of activities within the precinct on the sensitive coastal receiving environment.
9. Enable on-site manufacturing within the Whitford precinct provided:
 - a. they are accessory to the site being used as a productive vineyard
 - b. any wine sold is produced from the Whitford area
10. Encourage public open spaces within the Whitford precinct to:
 - a. provide for a range of outdoor recreational activities including passive and active recreation
 - b. provide for a well-connected, integrated and accessible network of recreational trails for walking, cycling and horse riding that offer a variety of different routes, links and circuits
 - c. protect key areas of ecological, heritage and landscape significance
 - d. provide an appropriate amount of space for community buildings or facilities
 - e. provide opportunities for visual appreciation of the area.
11. Encourage dwellings to be clustered and to provide share community facilities where it supports the

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countryside living character of the precinct.

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6.29 Whitford Village

The objectives and policies of the underlying Single House, Neighbourhood Centre, Public Open Space - Community and General Coastal Marine zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Whitford Village precinct incorporates the provisions of the Whitford Village Structure Plan (refer [Figure 1 - Part 4.5.10.7](#)). Whitford Village comprises approximately 204.14 ha of land and is located at the head of Turanga Creek on the Pohutukawa Coast, 3km from the Auckland rural urban boundary.

The precinct provides for the limited expansion of Whitford Village for both business and residential land uses and to provide and enhance public open space and connections within the precinct. Expansion will be enabled through the provision of a reticulated wastewater treatment and disposal system and improved water and stormwater infrastructure. The timing, provision and development of physical infrastructure is critical in managing the overall environmental effects of growth, particularly on Turanga Creek.

Change is to be managed to ensure the existing open space resources, historic heritage, landscape values and amenity values are complemented and enhanced so that a village character is retained.

The precinct is divided into three areas:

- sub-precinct A applies to the existing business centre straddling Whitford- Maraetai Road.
- sub-precinct B applies to existing residential areas in the village.
- sub-precinct C applies to greenfield land to the south of the existing village bounded by Whitford Park Road, Turanga Creek and Saleyard Road.

The underlying zones within sub-precinct A are Neighbourhood Centre and Civic and Community. The Single House zone applies to sub-precincts B and C.

Overall, subdivision and development should be in general accordance with the Whitford Village Structure Plan. Sub-precinct C encourages the development of a framework plan, to be approved before subdivision and development in this area starts

Objectives

The objectives are as listed in the Single House, Neighbourhood Centre and Civic and Community zones except as specified below:

1. Subdivision and development within Whitford Village is designed and implemented in a comprehensive, efficient and integrated manner that protects its historic heritage, creates a distinct village centre which facilitates social interactions, avoiding ad hoc development.
2. A variety of housing types and site sizes is provided for the growth of Whitford Village which maintains a distinctive village character and is supported by business and social facilities and public open space.
3. Subdivision and development recognises, maintains and where possible enhances the natural environment, character and amenity values of Whitford Village.
4. Business development is consistent with the character of existing commercial activity and responsive to the amenity values of Whitford Village.
5. Subdivision and development in Whitford Village achieves a high standard of urban design and uses sustainable low impact design methods.
6. The form and layout of subdivision and development in Whitford Village avoids adverse effects on the coastal environment, Turanga Creek, and its contributing streams.

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7. Whitford Village has a sustainable reticulated water supply, wastewater treatment and disposal system and stormwater infrastructure.
8. The impact of vehicular traffic is managed.
9. Areas of open space and local reserve are provided so as to protect the values of the natural environment, the wellbeing of the community and the landscape character of Whitford Village.
10. Connectivity within and through the precinct to the coastal and riparian margins by the provision of pathways and open space linkages.

Policies

The policies are as listed in the Single House, Neighbourhood Centre and Civic and Community zones except as specified below:

1. Identify, reflect and, where appropriate, protect and enhance the historic heritage, archaeology and cultural values of Whitford Village.
2. Subdivision, use and development to be consistent with the [Whitford Village Design Guidelines](#) which provide the best practice urban design for the precinct.
3. Locate, design and manage commercial development and activities in a manner which protects the amenity values of adjacent residential activities.
4. Enable comprehensively planned development and encourage the development of a framework plan in sub-precinct C ([Figure 2](#)) to ensure subdivision and development are designed and implemented in general accordance with the Whitford Village Structure Plan.
5. Encourage consultation with any other owners of land within sub-precinct C when preparing a framework plan.
6. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring sub-precinct.
7. Enable consolidation of the existing higher density residential area, sub-precinct B, and greater flexibility of housing densities in the greenfields residential area, sub-precinct C, to create a neighbourhood with a distinctly mixed built form and character.
8. Obtain land for public open space on land north of Whitford Maraetai Road and between sub-precinct A and the Turanga Creek, as shown in the Whitford Village Structure Plan.
9. Restrict new development in Whitford Village occurring ahead of connections being available to a reticulated wastewater treatment and disposal system constructed to any applicable industry-standards and provided by developers of land within Whitford Village.
10. Require subdivision and land use activities to provide a sustainable supply of potable water to meet the servicing demands expected by activities on the site.
11. Require all new developments to manage stormwater impacts on receiving environments in a manner that is consistent with the Whitford Integrated Catchment Management Plan.
12. Avoid potential reverse sensitivity effects on the Whitford by-pass from subdivision, development and activities occurring near the designated route of the Whitford by-pass.
13. Design traffic calming and parking management methods within the business area to minimise the adverse effects of traffic on the village character.
14. Provide for open space and connectivity at no cost to the council in a manner consistent with the

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Whitford Village Structure Plan.

15. Promote the adoption and maintenance of design that provides for energy efficiency, maximisation of the admission of natural light to buildings, the use of low environmental impact materials and water saving and re-use devices in all new development and buildings.

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7 West

7.1 Avondale 1

The objectives and policies of the underlying Mixed Use zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Avondale 1 precinct applies to the northern boundary edge of the Avondale Racecourse land that adjoins Ash Street, Avondale, and the northern portion of the eastern boundary edge of the Avondale Racecourse land that adjoins Ash Street, and Elm Street at its southern end, as identified on Avondale 1 – Sub-precincts A & B – [Precinct Plan 1](#).

The precinct is divided into sub-precinct A and sub-precinct B. The purpose of the precinct is to:

- provide commercial and office development potential, with limited opportunity for larger retail and residential activities in sub-precinct A; and
- provide intensive residential development potential, with limited opportunity for larger retail and commercial activities in sub-precinct B.

Sub-precinct A provides a development framework that will integrate the busy Ash Street frontage, the internal interface with the Avondale Racecourse, and the Avondale Town centre's western edge. It also seeks to ensure that the prominence and visibility of the racecourse activities are not lost as a consequence of new development along part of its boundary. To achieve this integration and visibility, sub-precinct A includes key requirements regarding intersection and vehicle access points and indicative road layouts.

The provisions which apply to sub-precincts A and B are in addition to, and should be read alongside, provisions relating to the Mixed Use zone. Where there is any conflict between the zone and sub-precinct rules, the sub-precinct rules shall apply.

Objectives

Sub-precinct A

1. Activities have a moderate to high employment density, with a focus on commercial and office development, in close proximity to, or which can support the Avondale Town centre, to ensure commercial activity within this sub-precinct does not detract from the vitality and viability of the Avondale Town centre.
2. Retail size and scale is limited to reinforce the concentration of speciality retail and retail anchors around the Avondale Town centre's Great North Road main street.
3. Residential activities are limited to support sub-precinct B and maximise the business amenity of the Ash Street frontage.
4. Key street and intersection locations are prescribed to avoid unacceptable efficiency and safety effects on Ash Street, while enabling efficient use of the sub-precinct land and retaining ready access and visibility to racecourse activities.
5. Activities are restricted prior to the creation of vehicle access points and public-access roads in accordance with [precinct plan 1](#).
6. New streets deliver high pedestrian amenity and good connectivity internally and to the surrounding traffic network.

Sub-precinct B

7. A moderate to high residential density is achieved, in close proximity to, or which can support the

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Avondale Town centre, and which will integrate successfully with existing residential development on land immediately to the east of sub-precinct B.

8. Retail size and scale is limited to reinforce the concentration of specialty retail and retail anchors around the Avondale Town centre's Great North Road main street.
9. Commercial and office activities are limited to support sub-precinct A.
10. Key street and intersection locations are prescribed to avoid unacceptable efficiency and safety effects on Ash Street while enabling the efficient use of the sub-precinct land.
11. Activities are restricted prior to the creation of vehicle access points and public-access roads in accordance with [precinct plan 1](#).
12. New streets deliver high pedestrian amenity and good connectivity internally and to its surrounds.

Policies

Sub-precinct A

1. Enable commercial and office activities within close proximity of the Avondale Town centre and rapid and frequent service network at Great North Road.
2. Provide for a range of commercial and office activities that will not diminish the vitality and viability of the Avondale Town centre.
3. Avoid retail activities that undermine the amenity, retail agglomeration, or social qualities of the Avondale Town centre main street in Great North Road, or which add significant traffic to Ash Street.
4. Limit residential activities to those that are above businesses and which mitigate the effects of Ash Street's traffic function on resident health and amenity.
5. Recognise the importance of new public access streets within the sub-precinct A area as primary places for public interaction and amenity for new development.
6. Require development to provide vehicle access to Ash Street only as specified on [Figure 1](#).
7. Require development to provide new public access streets in locations that are consistent with the sub-precinct plan and which provide accessibility, a more connected local network, on street car parking, and visual amenity.

Sub-precinct B

8. Enable intensive residential activities within a close walk of the Avondale Town centre and the rapid and frequent service network at Great North Road, and which integrates well with existing residential development immediately east of the sub-precinct.
9. Limit commercial and office activities.
10. Restrict retail activities unless they will support the Avondale Town centre main street or activities within sub-precinct B.
11. Recognise the importance of the indicative streets within the sub-precinct area as primary places for public interaction and amenity for new development.
12. Require development to provide new public access streets in locations that are consistent with the sub-precinct plan and which provide accessibility, a more connected local network, on street car parking, and visual amenity.

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7.2 Avondale 2

The objectives and policies of the underlying Town Centre zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Avondale 2 precinct applies to an area that is bounded by Racecourse Parade to the north, Great North Road to the east, a small area of Town Centre to the south-east, land owned by the council to the South, as shown in sub-precincts A and B in [precinct plan 1](#).

The purpose of the precinct is to provide town centre type activities, with limited opportunity for larger retail activities. The precinct is divided into sub-precinct A and sub-precinct B.

Sub-precinct A is intended to provide town centre supportive activities that integrate with the Great North Road Main Street, including vehicle access for activities fronting Great North Road. New streets within sub-precinct A are envisaged to be visually attractive public-access environments including generous footpaths and on-street car parking.

Sub-precinct B is intended to facilitate development of a secondary town centre street environment that supports the Great North Road Main Street, provides opportunities for larger scale (non-retail) commercial and institutional activities. Sub-precinct B is also intended to create an access link from Great North Road through to the Avondale 1 precinct, and ultimately to Ash Street. New streets within sub-precinct B are envisaged to be visually attractive public-access environments including generous footpaths and on-street car parking.

The provisions which apply to sub-precincts A and B are in addition to, and should be read alongside, provisions relating to the Town Centre zone. Where there is any conflict between zone and sub precinct rules, the sub-precinct rules shall apply.

Objectives

1. Limited opportunities are available for larger retail activities.
2. The intensification of commercial, residential, community and civic activities is enabled.
3. The scale and intensity of development is increased while ensuring development is in keeping with Avondale Town centre's planned future character.
4. Key street and intersection locations are identified to assist in specific traffic network flow characteristics.
5. New streets deliver high pedestrian amenity and good connectivity internally and to the traffic network.
6. Activities are restricted prior to the creation of vehicle access points and public-access roads in accordance with [Figure 1](#).

Policies

1. Enable significant change where the outcome can be shown to contribute to the function, amenity, and vitality of the Avondale Town Centre and is an efficient use of the Town Centre's infrastructure including the creation of new public access links between Great North Road and Ash Street.
2. Provide for different scales of town centre activity which:
 - a. service the surrounding community's needs for a range of moderate intensity uses, such as commercial, leisure, tourist, cultural, community and civic amenities
 - b. enable terraced housing and apartment residential activities
 - c. support public transport, pedestrian and cycle networks and the ability to change transport modes

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- d. contribute to a high standard of local character and identity, possibly including public spaces developed to complement buildings and streets
3. Enable the intensification of commercial, residential and community activities, by:
 - a. encouraging the substantial scale, concentration and density of buildings
 - b. the comprehensive development and redevelopment of sites.
4. Recognise the importance of the indicative streets within the sub-precinct areas and the particular streets identified on the Key Retail and General Commercial Frontage overlay as primary places for public interaction by:
 - a. requiring buildings to develop frontages to these streets to:
 - i. provide higher stud heights between floors to maximise building adaptability to a range of uses
 - ii. avoid blank walls
 - iii. provide easily accessible pedestrian entrances.
 - b. requiring 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. Enable a limited level of retail activity than would exist elsewhere within the Town Centre zone.

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7.3 Babich

The objectives and policies of the underlying Large Lot Residential and Single House zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Babich precinct applies to 88.5ha of land which is located approximately 2.5km west of the Henderson Metropolitan Centre. The purpose of this precinct is to provide for a mix of residential densities which recognise and enhance the ecological and amenity values of the Paremuka Stream and its tributaries through:

- subdivision design controls which address infrastructure and land stability issues
- providing a 50m wide esplanade reserve along the stream
- active restoration and revegetation of riparian margins

There are two underlying zones within the precinct, Single House and Large Lot Residential, and three sub-precincts:

- Sub-precinct A covers residential zoned land and provides for a minimum 450m² site size in the Single House zone and a minimum average site size of 2000m² (1250m² minimum) in the Large Lot Residential zone.
- Sub-precinct B provides for a 4ha minimum site size.
- Sub-precinct C provides for a 450m² minimum site size and introduces a requirement for a framework plan to address activities associated with existing winery operations on-site.

These sub-precincts are shown on [precinct plan 1](#) which also includes an indicative road and open space layout.

Objectives

The objectives are as listed in the Single House and Large Lot Residential zones except as specified below:

1. Subdivision and development is designed and implemented in a comprehensive, efficient and integrated way which addresses infrastructure and land constraints.
2. The urban form and pattern of development is integrated with the surrounding traffic network and recognises existing activities occurring inside the precinct.
3. The ecological and amenity values of the Paremuka Stream and its tributaries are protected and enhanced.

Policies

The policies are as listed in the Single House and Large Lot Residential zones except as specified below:

1. Require urban development to be undertaken in a manner which does not have an adverse effect on human health by ensuring that land contaminated from previous rural activities is remediated.
2. Require urban development to be undertaken in a manner that manages any areas of land instability.
3. Require urban development to be undertaken in a manner which protects and enhances the Paremuka Stream and its tributaries, including the active restoration and revegetation of riparian margins identified on the Babich precinct plan.
4. Require urban development to be undertaken in a manner which provides for road, cycle, pedestrian and public open space linkages in accordance with the Babich [precinct plan](#), and includes the provision of an esplanade reserve along the Paremuka Stream.
5. Require urban development to manage the interface between residential development and any remaining winery or grape growing activities.

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6. Encourage the development of a framework plan in sub-precinct C to ensure subdivision and development are designed and integrated in a coordinated manner.
7. Encourage consultation with any other owners of land within the sub-precinct when preparing a framework plan.
8. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring precinct

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7.4 Birdwood

Precinct description

The Birdwood precinct applies to an area west of Don Buck Road and south of Red Hills Road in west Auckland. It incorporates subdivision and development provisions specific to this area.

The precinct identifies development density specific to each site. This density reflects the precinct's development potential and recognises the important resource management issues of land stability, protection of rural character and avoidance of downstream flooding.

In addition to enabling subdivision, the Birdwood precinct also seeks to achieve greater environmental protection by identifying areas where bush protection and stream enhancement is required.

Objectives

The objectives are as listed in the Countryside Living and Large Lot zones in addition to those specified below:

1. The natural environment is protected and enhanced by imposing subdivision design and density controls.
2. Density that supports the retention of the rural character of the Birdwood area is enabled in the precinct.

The objectives and policies of the underlying Countryside Living and Large Lot Residential zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Policies

The policies are as listed in the Countryside Living and Large Lot zones in addition to those specified below:

[rp/dp]

1. When undertaking subdivision, protect and enhance native vegetation adjacent to streams and rivers to increase the resilience, biodiversity and integrity of native ecosystems and to improve water quality.
2. Re-vegetate identified areas with appropriate native vegetation as part of any subdivision and require their permanent legal protection..
3. Avoid areas of native vegetation when undertaking subdivision and development and maintain linkages between native vegetation, fauna habitats and waterways.
4. Design and locate subdivision and development so as to avoid adversely affecting the rural character by:
 - a. not locating building platforms and driveways in prominent locations, such as on ridgelines
 - b. using design and landscaping to limit the effects on the landscape, where a prominent location cannot be avoided.
5. Avoid subdivision beyond what is provided for in the precinct rules.
6. Design and locate dwellings and vehicle access areas to avoid areas of land instability.

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7.5 Lincoln

The objectives and policies of the underlying Light Industry zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct

Precinct description

The Lincoln precinct applies to the Laidlaw College site and adjoining properties. The precinct is located between Lincoln Road, Clemway Place and Central Park Drive, in Henderson.

The Lincoln precinct has been split into two sub-precincts. Lincoln sub-precinct A applies to the Laidlaw College site. This sub-precinct enables a range of Laidlaw College activities to cater for the unique and diverse requirements of the student population, employees and visitors. Lincoln sub-precinct B applies to sites adjoining Laidlaw College (sub-precinct A). Sub-precinct B provides more stringent development controls than those allowed for in the underlying Light Industry zone, in order to manage reverse sensitivity effects.

Objectives

1. Operation of facilities that meet the educational needs of Laidlaw College students, facilitate research and development, and provide for the well-being of staff, students and visitors is enabled.
2. Operation of facilities that meet the residential accommodation needs of Laidlaw College students and staff members (whose role requires them to live on the site) is enabled.
3. Positive integration of Laidlaw College facilities with the wider environment and mitigation of potential and actual adverse effects is enabled.
4. Adverse reverse sensitivity effects from activities on sites adjoining Laidlaw College are avoided, remedied or mitigated.

Policies

1. Enable a wide range of activities on the Laidlaw College site including early childhood, primary and tertiary education opportunities for students and staff, residential accommodation for students and staff, research, healthcare, recreation and accessory activities.
2. Provide for a scale of accessory activities that meet the needs of staff, students and visitors of Laidlaw College without:
 - a. undermining the function of the Henderson Metropolitan Centre as the primary location for business activities
 - b. adversely affecting the road network.
3. Require the design and external appearance of buildings and structures in Lincoln sub-precinct B to not adversely affect the amenity values of the Laidlaw College area.
4. Require screening or landscaping of waste management facilities in the precinct service areas/buildings and car parking to enhance their appearance when viewed from adjacent residential areas or the public realm.
5. Protect and enhance the visual amenity values and safety of adjacent public open spaces through the appropriate site layout and design, and external appearance of buildings and other structures.
6. Require buildings adjacent to publicly accessible private open spaces and pedestrian linkages through sites to be designed and located to overlook these spaces and contribute to their safety.
7. Control the dimension and location of car parking, loading spaces and driveway access to them to allow efficient and safe access through compliance with appropriate land use and development control rules.

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7.6 New Lynn

The objectives and policies of the underlying Metropolitan, Mixed Use and Terraced Housing and Apartment Building zone apply in the following precinct and sub-precincts unless otherwise specified. Refer to the planning maps for the location and extent of the precinct, and [precinct plan 1](#) within the precinct rules for the sub-precincts.

Precinct description

The purpose of the New Lynn precinct is to enable the growth and development of the metropolitan centre, while providing for existing activities. Achieving this purpose requires:

- enabling development that supports public transport facilities
- enabling intensive, high amenity retail, commercial and residential development
- providing for existing industrial activities
- providing for the road network and new proposed roads
- enabling the Monier (CSR) Brickworks to continue operating until all ceramic related activities cease.

Additional controls in addition to the underlying zones are required to achieve the expected outcomes within and adjoining the metropolitan centre.

Objective

The objectives are as listed in the underlying zones except as specified below:

1. Intensive, high amenity retail, commercial and residential development occurs, to support the public transport facilities in the developing metropolitan centre.
2. The development of new roads and open space infrastructure in accordance with [precinct plan 1](#).
3. Enable the Monier (CSR) Brickworks to continue operating.

Policies

The policies are as listed in the Metropolitan Centre zone except as specified below:

1. Require the development of new roads, connections and public open space in accordance with [precinct plan 1](#).
2. Require that new buildings and development do not compromise the provision of new roads, connections and public open space as shown on [precinct plan 1](#).
3. Enable the continued operation of the Monier (CSR) Brickworks until all such activities cease.
4. Managing actual or potential reverse sensitivity effects through design and acoustic attenuation of new residential developments.

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7.6.1 New Lynn sub-precinct A

Precinct description

Sub-precinct A covers an area of semi-developed land currently used for industrial activities including a site currently occupied by Monier (CSR) Brickworks and a completed clean fill. The industrial activities may cease in the future, which provides an opportunity to develop intensive residential living close to the New Lynn Metropolitan Centre and the New Lynn public transport interchange. To take advantage of this strategic location, the New Lynn sub-precinct A enables more intensive built form, and provides for taller buildings than those permitted in the Terraced Housing and Apartment Building zone.

The existing industrial activities require provisions to manage reverse sensitivity effects between residential development and adjacent industrial activities. The scale of retail activities are controlled by the underlying zone.

Objectives

1. High amenity medium and high density residential living is enabled while managing reverse sensitivity effects on Monier (CSR) Brickworks.

Policies

1. Enable development of a greater height than that provided in the Terraced Housing and Apartment Buildings zone.
2. Manage design and acoustic attenuation of activities that create reverse sensitivity effects and may constrain the operation of Monier (CSR) Brickworks.
3. Ensure that development fronting proposed open space is of a scale, height and form that contributes to the amenity of the public open space.

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7.6.2 New Lynn sub-precinct B

Precinct description

Sub-precinct B applies to a site currently occupied by Monier (CSR) Brickworks. In addition to the underlying Metropolitan Centre zoning, industrial provisions are required to manage the existing activity in the sub-precinct. Should the sub-precinct be re-developed, provisions are required to manage the scale of retail activities to minimise adverse effects on the traffic network, and to manage the design of retail activities where it fronts proposed open space.

Objective

1. The effects of existing industrial activities are managed.
2. High amenity development is enabled while enhancing the amenity of adjacent open space.

Policy

1. Existing industrial activities are managed to ensure that any new effects from those activities do not generate adverse effects within or outside the sub-precinct.
2. Development adjoining or adjacent to public open space should contribute to the amenity of that public open space.

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7.6.3 New Lynn sub-precinct C

Precinct description

Sub-precinct C covers an area currently occupied by Lynn Mall. Redevelopment in this area provides an opportunity to enhance the relationship between Lynn Mall and the adjacent pedestrian environment. This sub-precinct introduces rules and criteria to ensure that new development provides active frontages and shop entrances close to the street boundary.

Objective

1. New development supports and enhances the adjacent pedestrian environment on Memorial Drive, Great North Road, Veronica Street and Totara Avenue.

Policies

1. Require new development to:
 - a. be designed and located in a manner that enables convenient pedestrian access to shops and the mall
 - b. respond to the pedestrian environment through active building frontages
 - c. enhance the safety and amenity of pedestrians through passive surveillance and weather protection and by consolidating parking away from the street
 - d. maintain the location of the Memorial Drive entrance so that it remains opposite McCrae Way and Memorial Square.
2. Require new outdoor spaces to be designed and located in a manner that enhances the adjacent streetscape.

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7.7 Penihana North

The objectives and policies of the underlying Large Lot, Single House and Mixed Housing Urban zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub precincts.

Precinct description

The Penihana North precinct and 3 sub-precincts (A, B and C) provide for the expansion of the Swanson local centre. The underlying zoning for sub-precincts A, B and C are Large Lot, Single House and Mixed Housing Urban respectively. The precinct is located mostly within a 500m radius of the Swanson railway station and is approximately 22.5 ha in size.

Provision is made for medium density housing in sub-precinct C, close to the Swanson railway station and local centre. A range of conventional Single House and Large Lot residential sites are provided for in sub-precinct A and B located in the southern part of the precinct to provide a density transition to the Waitakere Ranges Heritage Area to diminish the effect of built form and urban activities.

The precinct provides a framework for the subdivision and development of the area. There are specific subdivision design criteria which require consideration of design elements illustrated in the Penihana North [precinct plan](#). The focus of these criteria is on movement of pedestrians, cyclists and vehicles block size and site type, design of roads and design of reserves. Where development will incorporate both land use and subdivision consent applications, the land use application must precede or be processed concurrently with the subdivision application and the relevant design elements/ matters shall apply to the assessment of that land use application. Specific roadscape designs are required where sub-precincts B and C adjoin Christian Road to acknowledge the rural amenity of this road.

Objectives

The objectives are as listed in the Large Lot, Single House and Mixed Housing Urban zones except as specified below:

1. A quality residential neighbourhood is established in Penihana North with a range of site sizes and house types; including medium density housing within walking distance of the Swanson train station and Swanson local centre.
2. A graduated intensity of urban development is established in the southern part of Penihana North to diminish the effects on the adjoining rural foothills in the Waitakere Ranges Heritage Area.
3. Land use and transport (pedestrian, cycle and road linkages) is integrated within Penihana North and connected with the Swanson train station and Swanson local centre.
4. The existing environmental features of Penihana North are protected and enhanced.
5. Urban development is consistent with the Penihana North [precinct plan](#).

Policies

The policies are as listed in the Large Lot, Single House and Mixed Housing Urban zones except as specified below:

1. Enable medium density housing within sub-precinct C that has a height of up to two storeys and predominantly comprises detached townhouses and/or semi-detached duplex houses.
2. Enable interconnected pedestrian, cycle and road linkages particularly to the Swanson railway station, Swanson local centre and public open space network.
3. Encourage a graduated transition in residential density where development adjoins the foothills of the Waitakere Ranges Heritage Area through the provision of a range of residential site sizes, including larger residential sites.
4. Require development along Christian Road to acknowledge the rural amenity of land in the Waitakere

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Ranges Heritage Area located opposite Penihana North.

5. Protect and enhance the Blewitt Gully Stream and Waimoko Stream and their riparian margins.
6. Protect and enhance the regenerating native vegetation located alongside Christian Road, identified on the Penihana North [precinct plan](#).

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7.8 Swanson North

The objectives and policies of the underlying Countryside Living, Rural Conservation and Large Lot zone apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

Precinct description

Swanson North is located in the eastern foothills of the Waitakere Ranges. It contains that part of the former Swanson Structure Plan area which falls outside the Waitakere Ranges Heritage Area boundary. It is characterised by low density settlement and rural and natural landscapes. It is valued for its vineyards and pastoral landscape elements.

The legacy structure plan for Swanson North provided for limited low density subdivision and development in the area. Those structure plan provisions have been incorporated into this precinct where relevant. The purpose of this precinct is to provide for the pattern of low density subdivision and development anticipated by the legacy structure plan. No additional subdivision is anticipated in this area during the lifetime of the Unitary Plan given the likely adverse impact on rural character in this area.

Refer to [precinct plan 5](#) which depicts the boundary of the precinct.

Objectives

The objectives are as listed in the Countryside Living zone except as specified below:

1. Swanson North has a rural character with low density settlement and few urban scale activities.
2. The ecological and landscape values of the area are protected from inappropriate subdivision and development.
3. The effects of subdivision and associated development are managed to retain a buffer between the bush-clad and urban parts of the city.

Policies

The policies are as listed in the Countryside Living zone except as specified below:

1. Require subdivision and associated development to be of a scale, design and location in keeping with the existing amenity and character values of the area.
2. Enable limited subdivision development provided it:
 - a. protects and enhances streams, lakes, watercourses, wetlands and the coast and their margins
 - b. restores low-quality areas of vegetation or re-vegetates bare areas along waterway margins
 - c. avoids, remedies or mitigates any adverse effects on landscape character, and amenity values or the environment
 - d. integrates with stormwater and wastewater treatment and disposal.
3. Require subdivision design to:
 - a. avoid the need to clear native vegetation
 - b. retain or link significant vegetation and fauna habitat areas
 - c. incorporate on-site native vegetation planting
 - d. avoid development on natural and heritage landscape elements
 - e. minimise soil erosion
 - f. avoid adversely affecting the visual, historical, cultural, or spiritual significance of iwi of the Waitakere Ranges.

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4. Encourage on-site water retention and drainage methods that protect and enhance stream quality.
5. Require legal and physical protection of native vegetation to ensure these areas are protected for perpetuity, and where necessary require fencing to achieve permanent stock exclusion.
6. Require sites to:
 - a. have practical vehicle access to a road, while maintaining road safety, but without modifying the site to such an extent that the character of the surrounding landscape is adversely affected
 - b. minimise their adverse effect on the mauri of water, native vegetation and fauna habitat, and land
 - c. minimise their adverse effect on the historical, cultural or spiritual significance of any site or wāhi tapu of significance to Mana Whenua.

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7.9 Waitākere Ranges Heritage Area

Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Waitākere Ranges Heritage Area precinct incorporates all land within the Waitākere Ranges heritage area (WRHA or heritage area) as defined by the Waitākere Ranges Heritage Area Act 2008 (WRHAA). The purpose of this precinct is to provide a framework of district plan provisions for the heritage area that give effect to the Act.

The heritage area includes the Waitākere Ranges and its foothills and coasts. It comprises an area of some 27,720ha of public and private land located between metropolitan Auckland and the west coast. The area is of local, regional and national significance and is outstanding for its terrestrial and aquatic ecosystems, which include large continuous areas of primary and regenerating lowland and coastal rainforest, wetland, and dune systems with intact ecological sequences. It also contains distinctive and outstanding flora, fauna and landscapes.

The Ranges (part of a remnant volcanic landform) are the western visual backdrop to metropolitan Auckland. The foothills and coastal areas are a combination of rural, urban, and natural landscapes that create an important transition and buffer zone to the forested part of the Ranges.

The WRHA has a long and rich human history. It is a distinctive cultural domain for Māori and lies within the rohe of both Te Kawerau A Maki and Ngati Whatua. European settlement began more than 160 years ago. Past human occupation and resource use has also contributed to the landscape character of the area.

The WRHA includes the 17,000ha Waitākere Ranges Regional Park. The Park is protected at local, regional, and national levels and also acts as a major water catchment contributing to Auckland's water supply.

In 2005, more than 21,000 people lived in the WRHA mostly in forest dominated urban, rural, or coastal communities. The area is subject to development and urban intensification pressures. These pressures are compounded by the area's proximity to metropolitan Auckland and threaten the unique features of the area.

The WRHAA was enacted in April 2008. Its purpose is to recognise the national, regional and local importance of the WRHA and to promote the protection and enhancement of its heritage features for present and future generations. To achieve this purpose the WRHAA:

- a. establishes the heritage area;
- b. states the national significance of the heritage area and defines its heritage features;
- c. specifies the objectives of establishing and maintaining the heritage area; and
- d. provides additional matters for council to consider when making a decision, exercising a power or carrying out a duty that relates to the heritage area.

The identified statutory heritage features individually and collectively contribute to the significance of the heritage area. By way of summary, the features include:

- a. the terrestrial and aquatic ecosystems of prominent indigenous character;
- b. the different classes of natural landforms and landscapes;
- c. the coastal areas;
- d. the natural functioning streams;
- e. the quietness and darkness of the Waitākere Ranges and coastal parts of the area;

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- f. the dramatic landform of the Ranges and foothills;
- g. the opportunities the area provides for wilderness experiences, recreation, and relaxation;
- h. the eastern foothills which act as a buffer and provide a transition from metropolitan Auckland to the forested ranges and coast;
- i. the subservience of the built environment to the area's natural and rural landscape;
- j. the historical, traditional and cultural relationships of people, communities and Tangata Whenua within the area;
- k. its distinctive local communities;
- l. the Waitākere Ranges Regional Park and its importance as an accessible public place with significant natural, historical, cultural and recreational resources; and
- m. the public water catchment and supply system.

The act also sets out a number of objectives of establishing and maintaining the heritage area. In summary, these objectives are directed at protecting, restoring and enhancing the heritage features of the area and in particular, ensuring that the cumulative impact of development on the heritage area as a whole is considered when decisions are made affecting any part of it.

The WRHAA requires the council to give effect to the act's purpose and objectives in plan development at both regional and district levels and when considering discretionary and non-complying resource consent applications for the area.

Precinct structure

Because the heritage area includes numerous different landscapes, local communities and patterns of land use this precinct has been divided into a number of sub-precincts. Some of those sub-precincts also contain different policy areas and sub-policy-areas in recognition of the unique character of certain settlements, villages and property areas within the precinct boundary. The extent of the precinct and location of the sub precincts can be found on [Precinct Plan 21: Waitakere Ranges Heritage Area Precinct](#).

The precinct is divided into the following sub-precincts each of which contain additional objectives, policies and rules relevant to subdivision and/or development in the sub-precinct areas:

Table 1

WRHA Precinct		
Sub precinct	Policy area	Sub policy area
Sub-precinct A: Waitākere Foothills	Policy area 1: Ōrātia	Sub-policy area A: Oratia Village
	Policy area 2: Swanson South	
Sub-precinct B: Waitākere Ranges and Bush Living		
Sub-precinct C: Titirangi Laingholm	Policy area 1: Titirangi/Laingholm A	
	Policy area 2: Titirangi/Laingholm B	
	Policy area 3: Titirangi Village	Sub-policy area A (commercial) Sub-policy area B (residential)
Sub-precinct D: Waitākere Coastal Settlements		

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Sub-precinct E: Large Property Management Areas	Policy area 1: Wainamu	
	Policy area 2: Bethells	
	Policy area 3: Te Henga	
Sub-precinct F: Waitākere Ranges Regional Park		

Sub precinct descriptions

Sub-precinct A: Waitākere Foothills

The Waitākere Foothills sub-precinct covers the area between the developed, urban part of Waitākere and westward to the bush-covered part of the Waitākere Ranges. It includes the mixed landscape of the eastern foothills catchments of Ōrātia, Opānuku, Swanson South and the upper Kumeu streams, excluding the relatively continuous bush cover of the upper catchments and ridges. The sub-precinct forms an ecological and visual buffer between the bush-clad and urban parts of the city. Activities include a mixture of vineyards, orchards and pasture. Limited settlement is allowed where it does not cause adverse impacts on native vegetation and fauna habitat or rural character.

There are two policy areas in this sub-precinct which are Ōrātia and Swanson South. The boundaries of these policy areas are shown in [Precinct Plan 2: Ōrātia Policy Area](#) and [Precinct Plan 3 Swanson South Policy Area](#) respectively. Both policy areas are based on former structure plan boundaries for those areas. The Swanson South policy area only includes that part of the former Swanson Structure Plan area which falls within the WHRAA boundary.

Policy area 1: Ōrātia

Ōrātia has a history of diverse rural uses. This rich rural history is still visible in its rural landscapes and the many old orchard buildings. Outside its village, Ōrātia is characterised by low density settlement with few urban-scale activities. Buildings in Ōrātia still reflect the area's rural history and are subservient to the natural and rural landscapes. There is a clear divide between urban Auckland and rural Ōrātia which is viewed as a 'gateway' or edge. The open and spacious views from Parrs Cross Road/Pine Avenue southwards across the rural Ōrātia valley are particularly important in defining this visual edge of metropolitan Auckland. The upper Ōrātia valley displays a strong connection with the Ranges due to its elevation and extent of native vegetation.

The area's settlement pattern is in transition through the implementation of the former Ōrātia Structure Plan, which enabled small rural holdings throughout the landscape and has been incorporated into the Unitary Plan where relevant. No additional subdivision is anticipated in this area during the lifetime of the Unitary Plan. Any further subdivision risks compromising the natural environment and rural character and amenity of the area.

Ōrātia is significant to Tangata Whenua, notably Te Kawerau a Maki who have a long history of occupation and use of the land. These structure plans were prepared to enable limited subdivision capacity in Ōrātia and Swanson South while protecting the existing character, landscape, water quality and heritage features of these areas. The structure plans also sought to avoid increasing flooding risk and contain the spread of the urban area within certain boundaries. Where relevant those structure plan provisions have been incorporated into the subdivision rules for this sub-precinct.

Sub policy area A: Ōrātia Village

The Ōrātia rural village is centred on the primary school on West Coast Road. It is the historic centre of the local area and constitutes a loose assemblage of buildings and activities. It has a recognisable village form, but this is incomplete and disconnected with gaps to views of rural Ōrātia. The village is a valued place in the community, providing a centre for local facilities, meeting and socialising. The views north from the village to the forested escarpment, with open rural land in the foreground, make an important contribution to the rural character of Ōrātia Village. [Precinct Plan 11: Ōrātia Village](#) shows the location of Ōrātia Village sub policy area.

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Policy area 2: Swanson South

The Swanson South policy area comprises that part of the former Swanson Structure Plan area which falls within the heritage area boundary. As with other foothill communities it is characterised by low density settlement and rural and natural landscapes. The Swanson South area is valued for its vineyards and pastoral landscape elements. It provides for limited low density subdivision and development in the area. No additional subdivision is anticipated in this area during the lifetime of the Unitary Plan given the likely adverse impact on rural character.

Sub-precinct B: Ranges and bush living

This sub-precinct comprises most of the privately-owned land around the periphery of the open space area within the heritage area. This typically contains important natural features such as large areas of contiguous native bush, coastal areas, significant landforms and geological sites, and significant terrestrial and aquatic ecosystems.

In the core of the sub-precinct is the Scenic Drive ridge and the forested upper reaches of the Ōrātia and Ōpānuku streams' catchments, the western and southern edges of which are bounded by large continuous areas of primary and regenerating indigenous rainforest, the Waitākere Ranges Regional Park and the public water supply catchments. The eastern edge is bounded by the orchards and farms of Ōrātia and Ōpānuku/Henderson Valley.

The sub-precinct provides limited opportunity for further growth and development. This recognises the local, regional and national significance of the area and prevents development from having an adverse impact on critical finite resources. The extent of the sub-precinct is shown on [precinct plans 12 to 15](#).

Sub-precinct C: Titirangi Laingholm

The land within the Titirangi Laingholm sub-precinct includes more intensively settled residential areas within the heritage area where natural features dominate, but the built form is situated within a native bush setting. Titirangi is unique in that it is a forested community both within the RUB and the heritage area.

The sub-precinct has three policy areas:

1. Titirangi Laingholm A
2. Titirangi Laingholm B
3. Titirangi Village

Policy areas 1 and 2 provide specific development and subdivision controls for the purpose of maintaining and enhancing the character of those respective areas. Policy area 1 is located north of a line running along the ridge at Scenic Drive/Titirangi Road/Rangiwai Road and Godley Road. It drains north and has more of an annotation towards the urban parts of the city. The density of subdivision enabled in policy area 1 recognises the proximity to the urban environment. Policy area 2 drains towards the Manukau Harbour and is located further from urban areas. It contains many large sites and areas of intact vegetation. The density of subdivision is less in this area to avoid fragmentation of intact vegetation. Titirangi Laingholm A and B are shown on [Precinct Plan 16: Titirangi Laingholm](#).

Policy area 3: Titirangi Village

The Titirangi Village policy area is located in the south-east of the Ranges.

The purpose of the policy area is to support the social, economic and cultural well being of the community whilst recognising and enhancing the existing character and amenity of the village through:

- controlling the design of new buildings
- protecting the surrounding landscape values

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- enabling specific non-residential land uses within certain residential areas in close proximity to the village centre
- protecting and enhancing its heritage features.

Titirangi Village is the focal point for the Titirangi community and supports the community's social, cultural, economic and environmental wellbeing.

The village is a distinctive place in the Auckland region because of its setting, character, scale, form and function. It is both a gateway to the Ranges and a destination and meeting place for residents and visitors. A range of businesses and services provide for the needs of residents and visitors, creating a village atmosphere and offering local employment opportunities.

The village is dominated, defined and enclosed by the surrounding natural landforms and forested landscapes. Defining landform features are Rangiwai Hill and Mt Atkinson, located at each end of the village, and the indigenous forested area located on both sides of Titirangi Road (including indigenous forest opposite Lopdell house). The village is located on the sensitive ridgeline which stretches between these landform features.

Lopdell House is an important landmark of the village. It dominates the village, is iconic and valued by the community. Overall, buildings within the village are subservient to the surrounding vegetation and landforms. The pattern of village development is compact and contained within defined boundaries.

Titirangi is significant to Tangata Whenua, especially Ngati Whatua who fought a battle in the area, and who along with Te Kawerau A Maki have a long history and relationship with this area.

There are four underlying zones within the policy area:

- Local Centre
- Large Lot
- Public Open Space - Civic and Community
- Public Open Space - Conservation

This policy area manages variations in land use and development controls affecting sites subject to the Local Centre and Large Lot zones.

There are two sub-policy areas:

- Sub-policy area A (commercial) introduces design and development controls that manages the built form of the centre and protects landscape values. The underlying zone for this sub-policy area is Local Centre
- Sub-policy area B (residential) supports specific non-residential land use in the residential area. The underlying zone for this sub-policy area is Large Lot.

The Titirangi Village sub policy areas A and B are shown on [Precinct Plan 17: Titirangi Village](#).

Sub-precinct D: Waitākere Coastal Settlements

This sub-precinct includes the small coastal settlements lying along the west coast and Manukau coast within the heritage area. Natural features and the coastal landscape dominate, but the settlements represent more intensive residential development than in the surrounding Waitākere Ranges. This sub-precinct applies to the following settlements:

- Parau

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- Huia
- Little Huia
- Karekare
- Piha
- Bethells/Te Henga
- Cornwallis

The purpose of this sub-precinct is to provide for subdivision and development controls that will maintain and enhance the unique character and pattern of development in these areas.

Sub-precinct E: Large Property Management Areas

The Large Property Management Area sub-precinct is made up of a number of large properties (over 75 ha) located within the Waitākere Ranges. Environmental assessments of these sites have provided detailed information on which to base individual management plans for each property. In each case, the permitted subdivision, use and development has been tailored to the unique circumstances of the property, taking into account existing and past use of the properties and the opportunities to achieve net environmental benefits.

There are three policy areas within this sub-precinct:

- Policy area 1: Wainamu – the purpose of this policy area is to provide for the economic and environmental sustainability of this land.
- Policy area 2: Bethells – the purpose of this policy area is to provide for a range of existing and proposed activities in the modified north-western sector of the property in a way which enhances the landscape and fosters improved management.
- Policy area 3: Te Henga – the purpose of this policy area is to recognise and provide for the unique cultural, historic, and ecological value of this land.

The boundaries of the policy areas are shown on [precinct plans 18 - 20](#) respectively.

Sub-precinct F: Waitākere Ranges Regional Park

This sub-precinct comprises the 17,000ha regional park located in the Ranges. The Park is protected at local, regional and national levels and has been established over a period of 110 years through gifts, grants, purchases and vestings. The Park also contributes to Auckland's water supply. This part of the Ranges acts as a major water catchment for metropolitan Auckland.

Development within the Park is controlled under the Unitary Plan through the regional park objectives, policies and rules in the Auckland-wide section and the provisions of the underlying open space conservation zone. However, in recognition of its status under the WRHAA, it is also part of this precinct and therefore subject to the general objectives and policies for the heritage area.

Objectives

This part sets out the district level objectives that apply to the heritage area. The objectives for the heritage area are as listed in the applicable underlying zone except as specified below. If there is any conflict between the objectives of this precinct and the applicable underlying zone, the precinct objectives shall prevail.

1. The heritage features of the WRHA are protected, restored and enhanced.
2. The adverse effects of development including cumulative effects on the environment and its heritage features are recognised and avoided.
3. Impacts on the heritage area as a whole are considered when decisions are made affecting any part of

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it.

4. A precautionary approach is adopted when considering decisions that threaten serious and irreversible damage to a heritage feature.
5. The limited capacity of the heritage area to absorb further subdivision is recognised to protect its heritage features.
6. Subdivision is of a character, scale and intensity that does not by itself, or cumulatively, adversely affect the heritage features or contribute to urban sprawl.
7. The quality and diversity of landscapes in the heritage area are maintained, restored, enhanced and managed in an integrated way. Landscapes of local, regional or natural significance are protected.
8. Community distinctiveness, character and identity are maintained and enhanced.
9. Low-density urban areas rural and coastal villages where the built environment is subservient to the natural and rural landscape are maintained.
10. The buffer between the rural environment and the bush environment is maintained and enhanced.
11. Rural uses are provided for to retain rural character.
12. The social, cultural, economic and environmental well-being of the heritage area's people and communities is provided for while protecting the heritage features of the area.
13. The natural and cultural values of waterways are maintained so they continue to provide safe drinking water, clean streams and beaches for swimming and gathering food.
14. Natural processes such as the water cycle, erosion, depositing and regeneration continue without unnecessary modification.
15. The largely continuous cover of native vegetation is maintained and enhanced.
16. Aquatic and terrestrial ecosystems are managed to protect and enhance ecological, indigenous habitat, and amenity values.
17. Those features of the heritage area that relate to its water catchment and supply functions are protected.
18. The natural and historic resources of the Regional Park are protected in perpetuity for their intrinsic worth and for the benefit, use and enjoyment of the Auckland region and New Zealand.
19. Non residential activities that benefit the people and communities of, and visitors to, the heritage area are of an appropriate nature, size and scale. These activities are clearly connected to the wellbeing of these people and the enjoyment, protection, or enhancement of the natural character and amenity of the heritage area.
20. Roads infrastructure is designed to protect the heritage features of the area.

Policies

The policies for the heritage area are as listed in the applicable underlying zone except as specified below. In the event of any conflict the policies in this precinct shall prevail:

1. Require development and subdivision to be consistent with the objectives of the WRHAA.
2. Avoid development and subdivision which will have a cumulative adverse effect on the heritage features of the WRHA.
3. Ensure activities protect, restore and enhance heritage features and avoid, remedy or mitigate adverse effects, including cumulative effects, on those features and the environment.

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4. Require subdivision and development to be of a scale, design and location in keeping with the existing amenity and character values of the area.
5. Ensure built development is subservient to the natural values of the rural or bush setting.
6. Require buildings, infrastructure and structures, including fences and driveways, to be sited, designed and where necessary, screened by appropriate vegetation so that:
 - a. the existing amenity values and character of the local area are not compromised
 - b. views of sensitive ridgelines and areas of high and outstanding natural character are not compromised.
7. Ensure roads and their associated traffic volumes do not detract from the characteristic levels of quiet and wilderness or rural character.
8. Enable the people of the heritage area to provide for their social, economic, cultural and environmental wellbeing in a way that is compatible with and/or enhances the heritage features and character of the area.
9. Avoid the development of activities that do not rely on or support the productive use and capacity of rural land, or the character, amenity, community, recreational attributes of the WRHA and coast.
10. Enable non-residential activities:
 - a. which sustain and rely upon residents within the heritage area and which support the area's distinct communities
 - b. of a type, scale and intensity that will not, on an individual or cumulative basis, lead to adverse effects on landscape and amenity values
 - c. that ensure the amount and frequency of traffic movement generated is at a level that avoids adverse effects on the wilderness or rural character and characteristic levels of quiet.
11. Avoid non-residential activities that:
 - a. may be more appropriately located in urban areas and
 - b. generate a significant number of trips from the urban area and/or
 - c. attract other non-residential activities around them, leading to incremental urban growth.
12. Enable filming activities to be undertaken in a manner that avoids, remedies or mitigates adverse effects on amenity and character, in particular traffic generation and modifications to natural landforms from temporary structures.
13. Limit any commercial and office activities to home occupations and activities that support the area's distinctive communities, creating opportunities for local business support and innovation.
14. Limit any commercial overnight accommodation to that associated with home occupation activities, existing commercial accommodation, and on large properties in the heritage area, to small scale commercial overnight accommodation and camping grounds.
15. Provide for small scale local convenience retail and services in appropriate locations to support the wellbeing of the area's distinct communities and help reduce the need for travel outside of the area.
16. Encourage creative endeavour, creative industries, including filming and arts and crafts.
17. Provide opportunities for the appropriate expansion of lawfully existing activities to ensure they continue to provide for the wellbeing of the community and/or the quality of the visitor experience.
18. Enable nature, rural and wilderness experiences, outdoor recreation and pursuits, and relaxation activities that are compatible with, and appropriate to, the amenity of the area and the natural and rural environment.

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19. Encourage the reuse of existing buildings that relate to the historic and/or rural character of the area. Control the design, scale and location of new buildings, structures and development to ensure they are appropriate to the area, avoid remedy or mitigate adverse effects on road and/or streetscape, and are subservient to the natural and/or rural landscapes of the area.
20. Avoid activities that result in:
 - a. inappropriate earthworks and vegetation removal
 - b. adverse amenity noise, lighting and odour effects on adjoining properties.
21. Recognise and provide for the relationship between Mana Whenua and the heritage area.
22. Wherever possible, require activities to be designed and managed to:
 - a. minimise demand for water and energy in a way that further reduces demands for water and energy supply systems, and extraction of water from waterways
 - b. reduce, reuse or recycle any solid waste.
23. Avoid modifications to the natural interface between land and water, including the coast, that could impede or alter the natural migration of the coastline, sand-dunes, waterways, lakes or wetlands, except where remedial work is required to protect human life or property associated with existing settlement.
24. Where modifications to the natural interface between land and water are necessary, minimise and mitigate the extent of changes to natural character and natural processes.
25. Where native vegetation clearance is necessary, clearing should be undertaken where the vegetation is of low ecological or landscape value when compared to alternative clearing options.
26. Require appropriate active restoration and rehabilitation to be carried out in areas where significant native vegetation and fauna habitat are under threat as a result of past activities, such as animal and plant pest release, exposure to edge effects, or removal of seed sources.

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1. Sub Precinct A. Waitakere Foothills

Objectives

Sub-precinct A: Waitākere Foothills

The objectives are as listed in the Countryside Living zone and this precinct except as specified below:

1. The foothills have a rural character with low density settlement and few urban scale activities.
2. The ecological values of the foothills are protected.
3. The effects of subdivision and development are managed to retain a buffer between the bush-clad and urban parts of the city.

Policy Area 1: Ōrātia

4. Subdivision and development retains and enhances local rural character and amenity.

Sub policy Area A: Ōrātia Village

5. Ōrātia Village is:
 - a. a small neighbourhood-scale rural village that supports the social, economic and cultural wellbeing of the community and is clearly connected to the history, community, and rural character of the area
 - b. an attractive and distinctive small-scale rural village and service centre easily accessed by the local community for meeting, socialising and purchasing their everyday needs.
6. Development is confined to the village and the type, location, scale and character of activities provided for maintain and enforce the rural village character and amenity of the area.

Policies

Sub-precinct A: Waitākere Foothills

The policies are as listed in the Countryside Living zone and this precinct except as specified below:

1. Control land use and development to protect the sensitive environmental qualities and ecological values of this area.
2. Allow buildings and activities that:
 - a. do not contribute to adverse visual effects, including cumulative effects
 - b. avoid, remedy or mitigate adverse effects on views to the Ranges, the rural foothills and the western skyline of Auckland
 - c. are compatible with the amenity values, neighbourhood character and the natural landscape
 - d. are appropriate in scale, intensity and context
 - e. minimise effects on ecosystems, including native vegetation and habitats of native fauna
 - f. do not lead or contribute to urban expansion and the fragmentation of rural character
 - g. do not adversely affect the safety of residents of the neighbourhood
 - h. contribute to and enhance the ongoing productive use of rural land, and the restoration of degraded terrestrial and aquatic ecosystems
 - i. link non-residential activities with rural activities and/or with creative endeavour in the heritage area
 - j. are located to retain a rural road character and roadscape distinct from urban residential or commercial streets.
3. Enable a diversity of small-scale rural business activities with a focus on food production, eating and drinking, history, culture, creative endeavour and innovation, that have a clear and genuine connection

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with the resources, communities or the character and amenity of the heritage area.

4. Limit retail activities outside of the Oratia Rural Village to small scale home occupations, nurseries, garden centres, creative endeavour, food and beverages and agricultural and horticultural produce.
5. Enable greenhouse activities provided that their adverse effects on the environment can be avoided, remedied or mitigated.
6. Limit any industrial activities to those that support the productive use of rural land and/or provide services to rural activities, and involve the manufacturing of goods from, or processing of agricultural and horticultural produce.
7. Encourage the on-going maintenance and enhancement of rural landscapes and rural character by enabling a diversity of rural business activities that have a clear connection with the community and its resources or maintain connections with the foothills' productive past, including retaining and maintaining farming orchards, vineyards and shelterbelts, and designing landscape elements in new activities to reflect the area's history and rural production.
8. Enable rural business activities to contribute to rural character and amenity through the re-establishment or continued management of agricultural or horticultural activities on site.
9. Maintain a clear visual boundary and contrast between metropolitan Auckland and the foothills environment and reinforce the RUB through design and location of rural business activities and associated infrastructure on the rural side of the boundary, to reinforce rural character and amenity.
10. Allow limited subdivision development provided it:
 - a. protects and enhances streams, lakes, watercourses, wetlands and the coast and their margins
 - b. restores low-quality areas of vegetation or revegetation of bare areas along waterway margins
 - c. avoids, remedies or mitigates any adverse effects on landscape character, and amenity values or the environment
 - d. integrates with stormwater and wastewater treatment and disposal.
11. Require subdivision design to:
 - a. avoid the need to clear native vegetation
 - b. retain or link significant vegetation and fauna habitat areas
 - c. incorporate on-site native vegetation planting
 - d. avoid development on natural landscape elements and heritage features
 - e. minimise soil erosion
 - f. avoid adversely affecting the visual, historical, cultural, or spiritual significance of iwi of the Waitākere Ranges.
12. Encourage on-site water retention and drainage methods that protect and enhance stream quality.
13. Require legal and physical protection of native vegetation to ensure these areas are protected for perpetuity, including, where necessary requiring fencing to achieve permanent stock exclusion.
14. Require sites to:
 - a. minimise their adverse effect on the mauri of water, native vegetation and fauna habitat, and land
 - b. minimise their adverse effect on the historical, cultural or spiritual significance of any site or wāhi tapu of significance to Mana Whenua
 - c. achieve the relevant future character and amenity statements expressed in the applicable local area plan.

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Policy Area 1: Ōrātia

13. Provide for activities (including subdivision) which contribute to Ōrātia's rural character and amenity by enabling development which:
 - a. maintains links with Ōrātia's productive past, including:
 - i. retaining and maintaining, where practicable, remnants of former orchards, vineyards and shelterbelts and
 - ii. designing landscape elements in new development to reflect Ōrātia's orchard and viticulture past
 - b. is subservient to the rural landscape
 - c. protects, re-uses, restores and/or enhances existing rural buildings where practicable
 - d. maintains a sense of rural spaciousness through the careful placement and design of buildings, structures, and vegetation
 - e. maintains a clear boundary between metropolitan Auckland and rural Ōrātia along the heritage area boundary
 - f. preserves rural views
 - g. maintains rural character and appearance
 - h. avoids loss of significant areas of indigenous vegetation and indigenous habitat
 - i. avoids urban style infrastructure (eg reticulated wastewater)
 - j. promotes the establishment of off-road walking and cycle trails
 - k. recognises that Ōrātia has very limited subdivision capacity beyond that already provided for in the Ōrātia policy area.

Sub policy Area A: Ōrātia Village

14. Require development and subdivision to:
 - a. protect, restore and enhance the heritage features of the village, particularly rural views to the north
 - b. be of a small neighbourhood-scale and rural village form, amenity and character
 - c. support the social, economic and cultural well being of the Ōrātia community
 - d. support its role as a gateway to the heritage area
 - e. become a focus for local creative endeavour and innovation.
15. Enable a limited range of small-scale non-residential activities within Ōrātia Village.
16. Limit the type, scale and intensity of activities and buildings to maintain a low density and spacious rural village character.
17. Promote the reuse of existing buildings
18. Ensure high standards of design are achieved that reinforce the rural setting, and contribute to the character and amenity of the village.
19. Ensure adequate separation between buildings and maintenance of view shafts to the surrounding rural landscapes.

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20. Recognise the availability of on-street car parks to support the function of the village and its activities.
21. Provide landscape enhancements that reflect the horticultural-based productive history and character of Ōrātia.
22. Provide a limited extension to reticulated wastewater infrastructure to serve the village.
23. Maintain a clear boundary between rural Ōrātia and the village.
24. Avoid signs dominating the visual amenity of the village.

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2. Sub Precinct B. Waitakere Ranges and Bush Living

Objectives

Sub Precinct B: Waitākere Ranges and Bush Living

The objectives are as listed in the Rural Conservation zone and this precinct except as specified below:

1. The forested character, amenity and landscape values of the sub-precinct are retained and enhanced.
2. Reticulated wastewater or transportation infrastructure of an urban scale or character is avoided.

Policies

Sub-precinct B: Waitākere Ranges and Bush Living

The policies are listed in the underlying Rural Conservation zone and this precinct except as specified below:

1. Maintain growth and development thresholds, including rural subdivision standards, at a level that permanently protects the heritage features of the area.
2. Require buildings to be aggregated on a site to minimise their environmental impact..
3. Require subdivision design to:
 - a. protect significant and outstanding native vegetation and fauna habitat, and restoration areas, and where possible avoid clearance of, or damage to, this resource
 - b. minimise adverse effects arising from subsequent placement of structures, roads, and other infrastructure, on the overall resilience, biodiversity and integrity of ecosystems
 - c. minimise adverse effects during the course of establishing the subdivision, including those arising from surveying
 - d. recognise the natural values of native vegetation and fauna habitat and linkages between these areas.
4. Require appropriate active restoration and rehabilitation be carried out where areas of significant native vegetation and fauna habitat are under threat as a result of past activities, such as animal and plant pest release, exposure to edge effects, or removal of seed sources.
5. Require remedial or mitigation works to be carried out where activities will result in an unavoidable adverse effect on native vegetation and fauna habitat.

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3. Sub Precinct C. Titirangi Laingholm

Objectives

Sub-precinct C: Titirangi Laingholm

The objectives are as listed in the applicable underlying zone and this precinct except as specified below:

1. The unique density pattern and landscape qualities of the more intensively developed areas of Titirangi Laingholm are maintained and enhanced.

Policy area 1: Titirangi Village

The objectives for sub-policy area A of the village are as listed in the Local Centre zone and this precinct except as specified below. The objectives for sub-policy area B of the village are as listed in the Large Lot zone and this precinct except as specified below:

1. Titirangi village provides for the social, cultural, economic and environmental well-being of the community whilst ensuring its village form and character is maintained and enhanced.
2. Sub-policy area A is the primary location for retail and non-residential activities.
3. Commercial development in sub-policy area A is of a scale, bulk, height and intensity that integrates with the surrounding landscape and natural landform.
4. A limited range of non-residential activities in sub-policy area B is enabled in keeping with the scale of surrounding residential buildings.
5. Titirangi Village functions as a community focal point for Titirangi and a cultural destination and gateway to the WRHA.
6. Development maintains the visual prominence of Lopdell House, protects views to natural and heritage features and maintains the subservience of built elements to the surrounding landforms and forest setting.
7. Development maintains the village's distinct boundaries and provides quality architectural outcomes and a mainstreet form with active building frontages to Titirangi Road.

Policies

Sub-precinct C: Titirangi Laingholm

The policies are as listed in the applicable underlying zone and this precinct except as specified below:

1. Design and facilitate subdivision and associated development to:
 - a. avoid the need for clearance of native vegetation and maintain the dominance of the natural environment
 - b. require planting of native vegetation to improve the natural environment
 - c. protect native vegetation through legal protection mechanisms and fences
 - d. allow buildings and structures which will not be visually prominent, particularly on ridgelines, or through the removal of native vegetation
 - e. maximise the use of passive environmental designed dwellings by appropriate site orientation
 - f. enable practical vehicle access to a road which maintains safety but does not modify the site to an extent that adversely affects the character of the surrounding landscape
 - g. avoid earthworks that do not minimise alterations and visible scars to the landform and landscape
 - h. protect the mauri of water, native vegetation and fauna habitat and land
 - i. be consistent with the existing pattern of density in the area.
2. Ensure built development is subservient to the heritage values of the bush setting.

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Policy area 1: Titirangi Village

The policies are as listed in the Large Lot zone and this precinct except as specified below. The policies for sub-policy area B are as listed in the Town Centre zone and this precinct except as specified below.

Sub-policy area A

3. Enable new buildings that are designed to:
 - a. avoid extensive shadowing of pedestrian and public places
 - b. contribute to the visual landscape of the village
 - c. provide quality architectural and design outcomes
 - d. achieve a mainstreet form with active building frontages where appropriate
 - e. protect the visual prominence of Lopdell House and maintain views to natural and heritage features.
4. Limit building height adjacent to Titirangi Road.
5. Encourage retail at street level and develop building façades that enhance the pedestrian experience and provide continuous pedestrian cover over the footpath.
6. Avoid signs dominating the built form of the village.
7. Retain the forested backdrop to the village.
8. Avoid inappropriate vehicle access and parking areas adjoining the street frontage on Titirangi Road and within forested areas.

Sub-policy area B

9. Provide for a limited range of non-residential activities within buildings of a residential scale and form, comparable in design to existing residential buildings.

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4. Sub Precinct D. Waitakere Coastal Settlements

Objectives

Sub-precinct D: Waitākere Coastal Settlements

The objectives are as listed in the Rural Conservation zone and this precinct except as specified below:

1. Coastal qualities of the coastal settlements within the heritage area are maintained and enhanced.
2. Settlement is of a density and scale that reflects and maintains the form and pattern of existing development.
3. Buildings and structures maintain and enhance the visual character and amenity of the settlements.
4. Subdivision and development is integrated with the natural characteristics of each coastal settlement.

Policies

Sub-precinct D: Waitākere Coastal Settlements

The policies are as listed in the underlying Rural Conservation zone and this precinct except as specified below:

1. Provide for limited further subdivision.
2. Design subdivision and development to:
 - a. minimise the intrusion of buildings and structures, including driveways and vehicle access, into the coastal landscape
 - b. avoid, where possible, buildings and structures in locations that will adversely affect natural features including native vegetation
 - c. maintain existing development patterns and not introduce buildings and structure which will be:
 - i. visually prominent, particularly on ridgelines or through the removal of native vegetation
 - ii. urban in character.
3. Require development and subdivision to maintain the dominance of the natural environment and coastal character over the built form.
4. Require new development to be consistent with the existing pattern and form of development through:
 - a. building height
 - b. building location
 - c. building coverage
 - d. yards
 - e. density
 - f. subdivision.

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5. Sub Precinct E. Large Property Management Areas

Objectives

Sub-precinct E: Large Property Management Areas

The objectives are as listed in the underlying Rural Conservation zone and this precinct except as specified below:

1. Each policy area provides for an appropriate mix of activities which enables the economic and environmental sustainability of the land but is consistent with the surrounding environment.
2. Any adverse environmental effects associated with anticipated development in the policy areas are avoided or appropriately mitigated.

Policies

Sub-precinct E: Large Property Management Areas

1. Require subdivision and development to be of a scale, design and location in keeping with the unique circumstances of the policy areas within this sub-precinct, taking into account existing and past use of the policy areas and the opportunities to achieve net environmental benefits in those areas.

Policy Area 1: Wainamu

2. Encourage activities that will result in a modest increase in subdivision and development while securing the permanent protection and enhancement of areas of significant vegetation.
3. Ensure that the ecological and landscape values of the property continue to be well managed by enabling the use of land for filming, grazing and forestry.
4. Require new dwellings and areas for forestry to be located so that the natural character of the landscape is protected.

Policy Area 2: Bethells

5. Provide for a range of activities in the modified northwestern sector of the policy area in a way which enhances the landscape and fosters improved land management.
6. Concentrate buildings, grazing and viticulture in the northwestern sector of the policy area and provide screening to minimize visual effects.

Policy Area 3: Te Henga

7. Provide for a limited scale of subdivision and development while identifying ecological values which merit permanent protection and enhancement.

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6. Sub Precinct F. Waitakere Ranges Park

Objectives

Sub-precinct F: Waitākere Ranges Park

1. The objectives for this sub-precinct are those listed:
 - a. in the underlying Public Open Space Conservation zone
 - b. this precinct
 - c. Auckland-wide - Regional Park precinct.
2. In the event of any conflict the objectives in this precinct shall prevail.

Policies

Sub-precinct F: Waitākere Ranges Regional Park

1. The policies for this sub-precinct are those listed in:
 - a. the underlying Public Open Space Conservation zoning
 - b. this precinct
 - c. the Auckland-wide - Regional Park precinct.
2. In the event of any conflict between these policies, the policies in this precinct shall prevail.

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7.10 Westgate

The objectives and policies of the underlying Metropolitan Centre, General Business, Mixed Business, Terrace Housing and Apartment Buildings, and Light Industry zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Westgate precinct is located approximately 18km west of the Auckland city centre. The precinct is predominately greenfield land adjacent to the north-western motorway and includes the existing Westgate Centre.

There are six sub-precincts in the Westgate precinct:

- sub-precinct A is zoned Metropolitan Centre and contains the key retail streets that are the focal point of pedestrian activity within the precinct
- sub-precinct B is zoned General Business and includes a key retail street linking to sub-precinct A
- sub-precinct C is zoned Mixed use
- sub-precinct D is zoned Terrace Housing and Apartment Buildings
- sub-precinct E is zoned Metropolitan Centre and includes a key retail street with pedestrian linkages to sub-precinct A
- sub-precinct F is zoned Light Industry.

The primary purpose of the precinct is to develop a new metropolitan centre in sub-precinct A, integrated with the existing Westgate Centre in sub-precinct E. The precinct will provide an integrated employment and business area, comprising a retail core in sub-precincts A and E, surrounded by a mix of large format retail, compact mixed use, residential and light industrial activities in the adjoining sub-precincts. The precinct will include community and public transport facilities centred around the town square and a new library in sub-precinct A.

The Westgate Precinct Plan (refer to [precinct plan 1](#)) applies to the whole precinct. The precinct plan shows the sub-precinct boundaries and the major roads pattern, indicative roads, indicative bus interchange, indicative park and ride and indicative open space. The Westgate Concept Plan – Conceptual Road Network (refer to [precinct plan 2](#)) provides further detail of the transport network including strategic access points.

To facilitate the integrated and efficient development of the precinct, framework plans are provided for in all of the sub-precincts, except for sub-precinct F. A framework plan is a resource consent authorising land uses including the location and physical extent of roads and open spaces, and allowable building envelopes within a sub-precinct. The framework plan for a sub-precinct must include elements of the Westgate urban concept plan.

Objectives

The objectives for the sub-precincts are as listed in the Metropolitan Centre zone, General Business zone, Mixed Business zone, Terrace Housing and Apartment Buildings zone, and Light Industry zone except as specified below:

1. The Westgate precinct is developed in a comprehensive and integrated way for urban activities in a manner that recognises the importance of sub-precincts A and E as a metropolitan centre.
2. The key retail streets in sub-precinct A are the focal point of urban growth and pedestrian activity, with the key retail streets and general commercial streets in adjoining sub-precincts supporting this role.
3. High-quality urban design outcomes are achieved in the metropolitan centre and pedestrian linkages through, and between, sub-precincts are promoted.

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4. Sub-precinct A is the compact, pedestrian oriented retail core of the precinct with a comprehensively planned mix of large and small scale retail activities integrated with other commercial activities (including offices), mixed use activities, and community facilities.
5. Urban growth in sub-precinct E is comprehensively planned to integrate with sub-precinct A, while ensuring that the expansion or intensification of retail activities in the sub-precinct does not detract from the viability of the development of a compact, pedestrian oriented retail core in sub-precinct A.
6. Urban growth in sub-precincts B and C is comprehensively planned to integrate with, and support, the metropolitan centre, while ensuring that retail activities within sub-precincts B and C do not detract from the viability of the metropolitan centre in sub-precinct A.
7. Residential development in sub-precincts B, C and D provide high-quality amenity for residents.
8. Sub-precinct F is an integrated business and employment area with a focus on land-extensive industrial activities.
9. Adverse effects of stormwater runoff are remedied or mitigated.
10. Adverse effects on the surrounding road network are avoided.

Policies

The policies for the sub-precincts are as listed in the Metropolitan Centre zone (sub-precinct A and E), General Business zone (sub-precinct B), Mixed Use zone (sub-precinct C), Terrace Housing and Apartment Buildings zone (sub-precincts B, C and D) and Light Industry zone (sub-precinct F) except as specified below:

Development

1. Promote comprehensive and integrated development and redevelopment of the sub-precincts in accordance with [Precinct Plan 1](#) and approved framework plans.
2. Encourage the development of framework plans for sub-precincts A to E prior to subdivision, the establishment of land use activities or development within the sub-precinct to ensure that the precinct is developed in a co-ordinated, integrated and comprehensive manner.
3. Encourage consultation with any owners of land within a sub-precinct, and any neighbouring sub-precinct, when preparing framework plan.
4. Require the framework plan to demonstrate the interrelationship and future integration with other land within the sub-precinct and precinct, particularly where a framework plan is only prepared for part of a sub-precinct.
5. Provide for the greatest density of urban growth and retail development to occur in sub-precinct A.
6. Enable redevelopment and intensification in sub-precinct E where the outcome can be shown to contribute to the function, amenity and vitality of the metropolitan centre, and to enhance integration with sub-precinct A.
7. Control the development of additional retail in sub-precinct E until no less than 44,200m² GFA has been established in sub-precinct A.
8. Require development and redevelopment of sub-precincts B, C and E to not detract from the viability of the development of a compact, pedestrian oriented retail core in sub-precinct A.
9. Provide for compact mixed use environments by:
 - a. managing development in sub-precincts A, C and E to provide a range of commercial, retail and residential activities
 - b. enabling residential and office activities above street level in the metropolitan centre.
10. Provide for the development of large format retail in sub-precinct B between the Terrace Housing and Apartment zone and the northern motorway to mitigate the adverse effects of the operation of the

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transport network on sensitive activities.

11. Enable a mix of compatible activities in sub-precinct B including residential, office and small service activities.
12. Avoid the establishment of intensive shopping malls or large format retail in sub-precinct C that will prevent the intensification outcomes sought within sub-precinct A being achieved, except for:
 - a. one supermarket located within the south-eastern street block adjoining Fred Taylor Drive.
 - b. Provision for large format retail in the sub-precinct adjacent to Fred Taylor Drive north of the intersection with Don Buck Road.
13. In sub-precinct F, enable land extensive industrial and manufacturing activities to locate and avoid the establishment of large format retail activities, including trade suppliers.
14. Enable the establishment of a school within close proximity to the metropolitan centre core and new residential development in the north of the precinct.

Built form

15. Control development so that its scale and design contributes to the creation of high-quality amenity through pedestrian connections and public open space.
16. Require buildings with frontages to key retail streets in sub-precincts A and E to be developed to a height above street level which retains a sense of enclosure and human scale, and preserves sunlight access.
17. Manage the adverse effects of large format retail by:
 - a. requiring the height and form of new buildings to recognise the key retail streets and key commercial streets
 - b. ensuring new buildings achieve a quality built environment
 - c. managing compatibility issues between new buildings and adjoining sites and activities through controls on site layout and design
18. Recognise the importance of the key retail streets in sub-precincts A and E as primary places for public interaction by requiring buildings with frontages to these streets to:
 - a. avoid blank walls
 - b. provide easily accessible pedestrian entrances
 - c. provide minimum floor heights to maximise building adaptability to a range of uses
 - d. maximise glazing
 - e. erect frontages of sufficient height to frame the street
 - f. provide weather protection for pedestrians
 - g. locate vehicle crossings in sub-precinct A in accordance with [precinct plan 2](#)
 - h. be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking
 - i. avoid new vehicle crossings in sub-precinct E
 - j. provide for pedestrian linkages in accordance with [precinct plan 2](#).

Pedestrian access, street quality and safety

19. Support the development of public open spaces, pedestrian and cycle linkages, including enhancement

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of the riparian margins, in accordance with [precinct plan 1](#).

20. Promote the development of pedestrian linkages between sub-precinct A and E to:
 - a. encourage pedestrian activity and movement between the sub-precincts
 - b. integrate the Westgate metropolitan centre, while ensuring vehicle movements are facilitated.

Infrastructure

21. Require urban growth to be sequenced to align with the delivery of infrastructure.
22. Manage development so that it does not adversely affect the safe and efficient operation of the traffic network.
23. Require the intersections with Fred Taylor Drive to be consistent with [precinct plan 2](#), unless it can be demonstrated that alternative access points would result in a better outcome for:
 - a. the efficiency of the traffic network
 - b. public transport
 - c. pedestrian activity
 - d. urban amenity
 - e. an integrated metropolitan centre focused around the key retail streets.
24. Require that the integration of sub-precinct A and E is not compromised by heavy vehicle traffic travelling from sub-precinct F.
25. Promote the integration of public transport facilities within the metropolitan centre and wider precinct while supporting the compact urban growth of sub-precinct A.
26. Provide for stormwater mitigation and passive recreational opportunities by requiring developments to provide public open spaces and riparian margins in accordance with the [precinct plan 1](#).
27. Require development to be consistent with the Tōtara integrated catchment management plan.

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7.11 Westpark Marina

The objectives and policies of the underlying Marina zone apply in the following precinct and sub-precincts unless otherwise specified. Refer to the planning maps for the location and extent of the precinct and sub-precincts.

Precinct description

The Westpark Marina precinct is located at Clearwater Cove, Hobsonville in Auckland's upper Waitemata Harbour. The precinct includes the coastal marine area, Westpark marina and 4.5 hectares of adjoining land.

The purpose of the Westpark Marina precinct is to provide for a range of marine-related, commercial, retail and residential activities in addition to the activities provided for in the Marina zone, including the ferry terminal facility.

The precinct modifies the height controls of the Marina zone.

The precinct provides for a range of activities similar to those presently undertaken within the precinct area. This includes marina, ferry terminal, marine-related, commercial, retail and residential activities. The need to maintain the amenity values of the surrounding area, including, where appropriate, views through and over the site to the harbour, and provide for public access to and along the coastal edge is also recognised.

The precinct is comprised of six sub-precincts as shown on the planning maps:

- Sub-precincts A, B, C - provide for a broad range of activities and impose specific height controls.
- Sub-precinct D - specifically provides access to the boat ramp, trailer parking and park-and-ride facility associated with the ferry terminal.
- Sub-precincts E and F - provide for marina and marine related uses.

Objectives

The objectives are those for the underlying Marina zone except as specified below:

1. The activities undertaken within the precinct enhance the existing marina, ferry terminal, marine and marine village activities.
2. Development within the precinct is sensitive to the unique marine location, and provides for public access and enjoyment of the coast.
3. The amenity values of land adjoining the precinct are maintained.

Policy

The policies are as listed in the underlying Marina zone except as specified below:

1. Require new development to be designed and located in a manner that is:
 - a. sensitive to the unique marine location
 - b. does not adversely affect the operation of the marina or ferry terminal
 - c. avoids, to the extent practicable, adverse effects on the amenity values of land adjoining the precinct, including visual amenity
 - d. maintains, and where possible enhances, public access to and along the coastal edge.