

The Proposed Auckland Unitary Plan (notified 30 September 2013)

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

32. Encourage remediation, including clean-up and mitigation methods, to be addressed on a

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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.