

The Proposed Auckland Unitary Plan (notified 30 September 2013)

6.3 Auckland Airport

The activities, controls, and assessment criteria in the underlying zone, do not apply.

Refer to planning maps for the location and extent of the precinct and to Precinct plan 1: Auckland Airport precinct for the scale and location of the sub-precincts.

1. Activity tables

Activity Table 1- Auckland Airport precinct (above MHWS)	Core sub-precinct	Gateway sub-precinct
Infrastructure		
Any activity associated with the airport operation (not including aircraft operations, runways and the testing of in situ aircraft engines) including taxiways and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities, storm water facilities, roads, monitoring activities, site investigation activities, landscaping, flags and signs	P	P
Any activity associated with the needs of Airport passengers, visitors and employees, and Airport businesses, and not otherwise listed in this table	P	D
Bus depots and public transport facilities	P	P
Parking (non-accessory)	P	P
Park-and-ride	P	P
Accommodation		
Camping grounds	P	P
Workers' accommodation	P	P
Visitor accommodation	P	P
Commerce		
Offices	P	P
Retail	P	P
Large format retail	P	NC
Food and beverage	P	P
Dairies	P	P
Motor vehicle sales (car rental only)	P	P
Trade suppliers	P	P
Service stations	P	P
Markets	P	NC
Entertainment facilities	P	D
Commercial services	P	P
Retail	P	P
Community		
Public amenities	P	P

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Informal recreation	P	P
Organised sport and recreation	P	P
Healthcare facilities	P	P
Community facilities	P	P
Education facilities	P	P
Care centres	P	P
Artworks	P	P
Emergency services	P	P
Industry		
Industrial activities	P	P
Waste management facilities	D	NC
Rural		
Farming	P	P
Animal breeding or boarding	P	P
Development and framework plans		
Demolition of buildings or structures	P	P
A framework plan, amendments to a framework plan or a replacement framework plan complying with clause 3 below	RD	RD
A framework plan, amendments to a framework plan or a replacement framework plan not complying with clause 3 below	NC	NC
Any building or subdivision in policy areas A – F complying with an approved framework plan	RD	RD
Any land use, development or subdivision in policy areas A – F not in compliance with an approved framework plan, or prior to the approval of a framework plan	NC	NC
Buildings outside policy areas A – F	P	NA
Additions and alterations to buildings outside policy areas A - F	P	NA
Subdivision outside policy areas A – F	P	NA

[rcp]

Activity Table 2- Auckland Airport sub-precinct - Coastal (below MHWS)	Special purpose-Airport zone	SEA-M 1 and ONF
Activity/works		
Aircraft operations and activities associated with the operation of the airport.	P	P
Activities associated with research into flora and fauna of the CMA for the purposes of bird management activities and structures	P	P
Navigational aids and airport light structures	P	P
Maintenance, repair or reconstruction of existing lawful CMA structures or buildings	P	P
Demolition or removal of any buildings or CMA structures	P	P
CMA structures associated with airport activity which are not otherwise listed as a permitted activity	C	RD

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Any activity, work or structure not provided for in this table that will or is likely to adversely affect the safe operation of aircraft, including but not limited to: -activity in conflict with the obstacle limitation surfaces as detailed in designation 1102 -activity in conflict with the runway end protection areas identified in designation 1102 -artificial light (other than for airport purposes)	Pr	Pr
Anchoring of vessels	Pr	Pr

2. Notification

1. Council will consider restricted discretionary activity resource consent applications for framework plans (including amendments to an approved framework plan or a replacement framework plan) without the need for public or limited notification, except that however limited notification may be undertaken, including notice being given to any owner of land within the policy area(s) covered by a framework plan who has not provided their written approval, who is not an applicant.

3. Framework plans

1. A resource consent application for a framework plan, amendments to an approved framework plan or a replacement framework plan must:
 - a. where the land within the policy area is in single ownership, apply to the whole of a policy area shown in precinct plan 1.
 - b. where there is more than one landowner in a policy area, apply only to land that the applicant is the land owner of, or to sites in multiple ownership where the landowners make a joint application.
 - c. comply with :
 - i. the General Provisions - Framework Plans
 - ii. [clause 2.7.3](#) of the General Provisions - Special information requirements for resource consent
 - iii. the special information requirements for framework plans specified in clause 9 below
 - d. Seek consent for the following land uses:
 - i. location and design of roads
 - ii. the Māngere Gateway heritage route (policy areas B – F)
 - iii. location and dimension of open space

4. Land use controls

4.1 Retail

1. Retail where the goods being sold have not been manufactured on site
 - a. Retail less than 200m² GFA per site must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
 - b. Retail less than 200m² GFA per site and located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity
 - c. Retail between 200m² and 450m² GFA per site must:
 - i. be located outside policy areas A-F of the Core sub-precinct and outside all parts of the Gateway sub-precinct
 - d. Retail that does not comply with 1(a)-(c) above is a Non-Complying Activity.
2. Retail where the goods being sold have been manufactured on site

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- a. The retail sale area must not exceed the lesser of 25 per cent of the GFA set aside for manufacturing or 250m².
- b. Retail that does not comply with 2(a) above is a Non-Complying Activity.

4.2 Māngere Gateway heritage route

1. The portion of the Māngere Gateway heritage route (as shown in Precinct plan 1: Auckland Airport precinct), except for policy areas A –C, is to be constructed as part of the first stage of any development within the relevant policy areas and in addition, a full walkway linkage must be provided from that policy area to the boundary of policy area F.
2. Development that does not comply with clause 1 above is a non-complying activity.

4.3 Public open space

1. The area shown as public open space adjoining the Oruarangi Creek in policy areas C-F (refer to Precinct plan 1: Auckland Airport precinct) is to be vested at no cost to council prior to building being developed within the relevant policy area, where the GFA is equal to 25 per cent of the land area within the relevant policy area.
2. Development that does not comply with the above clause is a non-complying activity.

4.4 General noise controls

1. Any use of land in the precinct for any purpose other than:
 - a. runway
 - b. aircraft operations
 - c. testing of in situ aircraft engines
 - d. the use of audible bird scaring devices for the discouragement of birds

must not exceed the following noise limits set out in Table 1 below within a Residential zone or within the notional boundary of any dwelling outside the designated area in the Māori Purpose, Rural Production, or Countryside Living zones.

Table 1

Average maximum level			Maximum
dB LAeq			dB LAmax
Monday to Saturday 7am–6pm	Monday to Saturday 6am-10pm and Sunday and public holidays 7am–10pm	At all other times	10pm–7am
55	50	45	70

2. Activities that do not comply with clause 1 above are discretionary activities.

4.5 Visitor accommodation

1. Visitor accommodation must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
2. Visitor accommodation located within policy areas E-F of the Gateway sub-precinct is a Discretionary

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Activity

4.6 Offices

1. Offices must:
 - a. Be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct, and
 - b. Be accessory to a permitted activity, and located within the same building as that permitted activity, and
 - c. Occupy no more than 75 per cent of the total GFA of the buildings on the site.
 - d. Offices that do not comply with the (a)-(c) above are a Discretionary Activity.

4.7 Dairies

1. Dairies must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
2. Dairies located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity.

4.8 Large format retail

1. Large format retail must be located outside policy areas A-F of the Core sub-precinct and outside all of the Gateway sub-precinct.
2. Large format retail located within policy areas A-F of the Core sub-precinct or within any part of the Gateway sub-precinct is a Non-Complying Activity.

4.9 Food and beverage

1. Food and beverage must be located within the Core sub-precinct or policy areas A-D of the Gateway sub-precinct.
2. Food and beverage located within policy areas E-F of the Gateway sub-precinct is a Discretionary Activity.

5. Development controls

5.1 Building height

1. In the Auckland Airport Gateway sub-precinct: maximum height: 15m.

5.2 Height in relation to boundary

Purpose: manage the bulk and scale of buildings at boundaries to limit over shadowing to neighboring sites and to provide space between buildings.

1. Buildings must not exceed a height of 2.5m measured vertically above ground level at front boundaries adjoining an public reserve. Thereafter, buildings must be setback 1m for every additional 1.43m in height (55 degrees).

5.3 Yards

Purpose: maintain an open streetscape character and ensure buildings are adequately set back from streams and the coastal edge to maintain water quality and provide protection from natural hazards.

Table 2

Yard	Permitted	Restricted discretionary
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Front	Nil in Core sub-precinct and 5m in Auckland Airport Gateway sub-precinct	<5m in Auckland Airport Gateway sub-precinct
Rear	Nil unless adjoining public open spaces when a 10m setback must be provided	<10m setback from a public open space area or public reserve – restricted discretionary
Side	Nil unless adjoining public open spaces when a 10m setback must be provided	<10m setback from a public open space area or public reserve – restricted discretionary
Coastal protection yard	10m unless the structure is an essential Airport operational facility (e.g. security fences, navigational aids, rescue facilities and stormwater facilities) which requires a location in the area of the coastal protection yard	< 10m – restricted discretionary

5.4 Landscape design

1. All car parking areas, roads and required yard setbacks must be landscaped with grassed areas and the planting of trees, hedging and groundcover to result in a consistent, high-quality standard of urban landscape throughout the precinct.
2. In the Auckland Airport Gateway sub-precinct a minimum of 10 per cent of each site must be landscaped with grassed areas, trees, hedging and groundcover.

5.5 Storage areas

1. Those parts of any activity which are or may be visible from public open spaces must be maintained in a tidy condition.
2. Exposure of storage areas and by-products, refuse or refuse containers of any kind to public view must be screened by buildings, planting or a screen wall or fence.

5.6 Auckland Airport Coastal sub-precinct (below MHWS)

1. Any excess building material, spoil, construction equipment or litter must be removed from the CMA within 24 hours of completion of any works.
2. Any visible disturbance to the substrate of the CMA must be remedied or recontoured within 48 hours of the completion of the works within SEA-M1 and ONF and within seven days of the completion of the works in other parts of the CMA.
3. Written advice must be given to the council harbourmaster and the National Topo/Hydro Authority at LINZ at least five working days prior to work starting on any structures within the CMA.
4. Maintenance, repair or reconstruction of existing lawful CMA structures or buildings
 - i. The work:
 - is to maintain the structure or building in a good and safe working condition
 - does not use materials which alter the form or external appearance of the structure in more than a minor way
 - does not change the area occupied by the structure.
5. Demolition or removal of any buildings or CMA structures
 - a. Any part of a structure or building that is not removed must not protrude above the foreshore or seabed so that it creates a hazard to safe navigation or public access.
6. The removal or demolition of any lawfully established structure or building is authorised, or undertaken,

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by the consent holder or owner of the structure.

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6. Subdivision controls

1. Minimum frontage:
 - a. Front sites: 23m
 - b. Rear sites: 9m
2. Minimum site area: 2000m².

7. Assessment - Controlled activities

7.1 Matters of control

The Council will reserve its control to the matters below for the activities listed as controlled in the precinct activity table:

1. CMA structures associated with airport activities (outside SEA-M1 and ONF)
 - a. adverse effects arising from disturbance of the foreshore and seabed
 - b. adverse effects arising from deposition of material in the CMA
 - c. the removal of indigenous vegetation
 - d. any discharge of contaminants
 - e. the duration of the consent
 - f. monitoring of the consent.

7.2 Assessment criteria

The council will consider the relevant assessment criteria below for the controlled activities listed above.

1. CMA structures associated with airport activities (outside SEA-M1 and ONF)
 - a. CMA structures should be limited to those:
 - i. that have a functional or operational need to be located in the CMA, or that are for infrastructure that cannot reasonably or practicably be located outside the CMA
 - ii. where the proposed purpose or use cannot reasonably or practicably be accommodated on existing structures or facilities.
 - b. Measures should be taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, water quality and natural character.
 - c. Construction or works methods should avoid, remedy or mitigate adverse effects, particularly on water quality and sedimentation.
 - d. Construction or works should be done at a time that will avoid or minimise, adverse effects on marine mammals, bird roosting, nesting and feeding, and recreational users of the CMA.
 - e. Construction or works hours of operation should be limited to minimise effects of noise and disruption on existing activities, and on nearby residential and open space areas.

8. Assessment - Restricted discretionary activities

8.1 Matters of discretion

The council will restrict its discretion to the matters below for the activities listed as restricted discretionary in the precinct activity table.

1. Any buildings within policy areas A – F of Auckland Airport Core or Auckland Airport Gateway sub-precincts complying with an approved framework plan
 - a. site layout
 - b. design and external appearance of buildings and landscape design
 - c. provision of open space

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2. Any subdivision complying with an approved framework plan
 - a. street alignment
 - b. form and layout of the subdivision
 - c. safety and efficiency of the adjacent street network
3. A framework plan, amendments to a framework plan or a replacement framework plan
 - a. any relevant matter contained within the objectives and policies relating to the precinct
 - b. relationship of buildings to each other, to the landform, or to the street
 - c. design consistency with the Precinct plan and between policy areas
 - d. coherent design for the Māngere Gateway heritage route, George Bolt Memorial Drive and surrounds
 - e. land use and transport integration
 - f. provision and design of roads
 - g. traffic generation, safety and efficiency
 - h. cycleway and walkway linkages and associated facilities
 - i. landscape treatment – provision and design
 - j. signage – provision and design (sites adjoining the Gateway heritage route and George Bolt Memorial Drive only)
 - k. policy areas A – F – provision of and relationship with open space
 - l. policy areas C and D – comprehensive development of the commercial centre
 - m. the matters specified in [section 2.6](#) of the General provisions.
4. Development control infringements
 - a. Building scale and site layout
 - b. landscape design
 - c. Measures to avoid, remedy or mitigate the adverse effects of noise
5. CMA structures associated with airport activities (within SEA-M1 and ONF)
 - a. adverse effects on the identified values of the SEA or ONF
 - b. adverse effects arising from disturbance of the foreshore and seabed
 - c. adverse effects arising from deposition of material in the CMA
 - d. the removal of indigenous vegetation
 - e. any discharge of contaminants
 - f. the duration of the consent
 - g. monitoring of the consent.

8.2 Assessment criteria

The council will consider the relevant assessment criteria below for the restricted discretionary activities listed above. In addition, when considering a restricted discretionary activity for a framework plan, the council will consider the proposal against the general criteria specified in [section 2.6](#) of the General provisions

1. Any land use or development within policy areas A – F of the Auckland Airport Core or Auckland

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Airport Gateway sub-precincts complying with an approved framework plan.

- a. site layout
 - i. the site layout should reinforce or enhance the street pattern
 - ii. the site layout should be compatible with the site development of adjoining sites and the streetscape
 - iii. the building should align with the street, to create a clear spatial system along the street. Where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve
 - iv. buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection
 - v. car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces
- b. design and external appearance of buildings and landscape design
 - i. the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area.
 - ii. building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections
 - iii. service areas, loading docks and car parks should be separated from and not facing the front yard
 - iv. passive surveillance of reserves and public open spaces from the adjacent buildings should be provided for windows, balconies, indoor and outdoor activities overlooking these areas
 - v. site levels, building scale, development intensity, building form, colour and texture should be used to reduce the apparent height and size of large buildings when viewed from the Māngere Gateway heritage route or public open spaces
 - vi. the main pedestrian entry to buildings should be clearly recognisable from the street
 - vii. in the case of any building that will contain an activity that will attract tourists, the building should be designed with features such as artwork that reflects the heritage of the Auckland Airport Gateway sub-precinct, and features including generous areas of glazing, verandahs over entrance areas, and a high quality of landscape planting around those parts of the building accessible to visitors should be provided
 - viii. in the case of any building visible from the Māori Purpose zone or a Public Open Space zone (existing or proposed), the building design and external appearance should include or measures such as building setback and landscape planting that respond sensitively to cultural and landscape values
 - ix. front activities (i.e. the more active office, showroom or similar activities) should be located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) should be in less visible locations
 - x. materials and colours of buildings (including buildings on adjoining sites) should be consistent
 - xi. any security fencing should be integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas
 - xii. low glare, high cut-off exterior lighting should be used, and integrated with the building and

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landscape designs

- xiii. signage should be integrated with the building and landscape design
 - xiv. planting along road frontages should achieve continuity to enhance the streetscape and character of the locality
 - xv. the landscape treatment should be of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas
 - xvi. the proposed landscaping should be integrated with the type, quality, character and standard of landscape design developed for the relevant policy area, in accordance with an approved framework plan.
- c. The provision of open space
- i. public open spaces within sub-precincts C – F should be developed and vested in council.
2. Any subdivision complying with an approved framework plan
- a. the form and layout of the subdivision, including the mix of site sizes and shapes, and the resultant built development, should help achieve the Auckland Airport precinct objectives and policies.
 - b. the form and layout of the subdivision, will have an adverse effect on the safety and efficiency of the adjacent street network.
3. A framework plan, amendments to a framework plan or a replacement framework plan
- a. Design consistency within and between policy areas
 - i. all relevant features shown on Precinct plan 1 should be incorporated into the framework plan
 - ii. the framework plan should be prepared having regard to the context of adjoining policy areas and other surrounding land, natural features and development
 - b. Coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and surrounds
 - i. the framework plan should promote a coherent design for the Mangere Gateway heritage route, George Bolt Memorial Drive, and adjoining land, including:
 - ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another
 - minimising the number of vehicle entrances onto the street
 - aligning buildings to the street
 - locating development, and access points to sites, so that heavy vehicle traffic (except buses) is discouraged on the Gateway heritage route
 - managing the height and location of buildings relative to the street
 - locating the office component of a development at the front (street) part of the development
 - using consistent materials on buildings
 - using consistent planting, paving, lighting and fencing
 - ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values
 - providing trees along road berms and within front yards. These trees should be capable of reaching a similar scale as nearby buildings

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- avoiding security fencing being closer to the front boundary of the site than the buildings on the site.
 - enhancing the natural character of open space
- ii. pou, art, sculpture or other public amenity features should be of an appropriate design to represent the Māori and European history of the area and be located on land adjoining the Mangere Gateway heritage route, in order to promote a distinctiveness or sense of place appropriate for the wider heritage area.

Note pou, art, sculpture and other public amenity features should generally be located only in open space areas or on sites that will attract tourists.

c. Land use and transport integration

- i. a full integrated transport assessment should be has been submitted with the application, and include consideration of:
- all modes of transport that would support the land uses proposed
 - in policy areas B, C and D, the possible location of and linkages to rapid transport networks
 - a location policy that ensures specified development takes place in locations within the policy area that, where relevant, supports sustainable transport mode share
 - planning and development tools to facilitate sustainable transport
 - travel plans, as appropriate to encourage uptake of sustainable transport options by employers and visitors
 - car parking standards with justification for the number of spaces proposed, so land is used efficiently and effectively
 - provision, where appropriate, to be made for cyclists, including cycle storage
 - any relevant funding matters
- ii. sufficient roads should be provided to create a connected roading pattern that avoids the need for rear sites
- iii. roads and frontage to those roads should be provided in general accordance with the indicative road pattern for policy areas A - F
- iv. roads should be designed to a consistent, high-quality standard
- v. sufficient cycleway and walkway linkages and facilities should be provided, and should be designed to contribute to the employment, visitor and recreational user attractiveness of the heritage area
- vi. the framework plan should discourage heavy vehicle traffic movements through the Māori Purpose zone.
- d. Policy areas C-F: provision of and relationship to public open spaces and natural resources
- i. development proposals for the public open space areas identified in the precincts should generally reflect an informal or passive design that reflects the historic rural character, cultural and heritage values of the area
- ii. the framework plan should respond sensitively to cultural, natural and landscape values as viewed from the Mangere Gateway heritage route

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- iii. strong open space and visual connections to and around Waitomokia and Oruarangi Creeks should be created, and include provision for pedestrian and cycle linkages and locations for cultural, landscape and historical interpretive features
- iv. ecological values associated with the Waitomokia and Oruarangi Creeks including landforms, water quality, natural processes and habitats, should be maintained and enhanced
- e. Adverse effects on heritage resources
 - i. the framework plan should identify and incorporate any cultural heritage resources, in a way that integrates with and enhances those resources
- f. Policy areas C and D: comprehensive development of the commercial centre
 - i. a comprehensive design, including building location, landscape and building design guidelines (including materials and colouring) for the commercial centre within policy areas C and D, should be carried out
- g. Landscape treatment
 - i. consistent design should be established and maintained along the Gateway heritage route and George Bolt Memorial Drive
 - ii. existing trees and shelterbelts that may enhance the amenity of development should be retained
 - iii. the form (including density, species, depth and height) of new planting should be proposed is capable of attaining a similar scale to proposed buildings, and should relate appropriately to existing trees and shelterbelts on and immediately adjacent to the site
 - iv. a continuity of planting along road frontages should be provided and maintained, wherever possible using species existing in the area
 - v. the proposed landscaping is should be placed so that it does not obstruct views of landscape or landmark features
 - vi. the extent and form of landscaping should complement development in adjoining policy areas, contribute in a significant manner to the visual amenities of the site, and streetscape, and promote a distinctiveness or sense of place appropriate for the wider heritage area
 - vii. the proposed landscaping should be designed to create visual interest, and contribute to the amenities of the area
 - viii. the landscape and streetscape design elements of the Mangere Gateway heritage route should be extended within and across road and other reserves and required yards (from building face to building face)
 - ix. the design should incorporate standard elements (street trees, other planting, lighting, furnishings, directional signs); and planting of a naturally occurring, irregular form along and parallel to the Mangere Gateway heritage route, contrasted with more geometric planting perpendicular to that route
 - x. front boundaries should be defined by using locally sourced volcanic stone walls, hedges or linear planting
 - xi. specimen trees capable of attaining sufficient height should be used to frame and define the edges of roads, parks and storm-water reserves, and to emphasise key road intersections
- h. Site layout
 - i. the indicative site layout pattern, and possible development of sites (including contour, shape and orientation) should reinforce or enhance the street pattern

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- i. Road design, traffic generation, safety, and efficiency
 - i. the street and site layout should avoid adverse effects on the safety and efficiency of the adjacent road network.
 - ii. the street layout and street design should encourage heavy traffic movements (except buses) away from the Gateway heritage route, except where there is no available alternative route for heavy traffic
 - iii. the street layout and street design should encourage heavy traffic movements (except buses) away from the Māori Purpose zone
 - j. Signs - sites adjoining the Mangere Gateway heritage route and George Bolt Memorial Drive only
 - i. design guidelines should contain a consistent signs design standard for signs along the Mangere Gateways heritage route. The guidelines should be able to prevent clutter of signage or a visual clash of signs by controlling their number, size, location and design, including colour and lighting.
4. Development control infringements
- a. the proposed height of the structure should not have an adverse effect on airport safety or visual amenity values
 - b. the proposed structure should not have an adverse effect on the visual or landscape amenity values of adjoining sites
 - c. when assessing the matter of coastal protection yards, the proposed structure should not have an adverse effect on the coastal environment, including visual or landscape amenity, water quality, vegetation or habitats
 - d. when assessing landscape design, the proposal should achieve a high standard of visual amenity values in those parts of the Auckland Airport precinct where visitors and passengers are likely to be present, such as the entry and exit points to the airport
 - e. when assessing storage areas, the proposal should include methods of ensuring any parts of an activity visible from public places will be maintained in a tidy condition. The location of by-products or refuse should be screened from public view in order to maintain a reasonable level of visual amenity
5. CMA structures associated with airport activities (within SEA-M1 and ONF)
- a. CMA structures should be limited to those:
 - i. that have a functional or operational need to be located in the CMA, or that are for infrastructure that cannot reasonably or practicably be located outside the CMA, and
 - ii. that cannot reasonably or practicably be accommodated on existing structures or facilities.
6. Measures should be taken to avoid, remedy or mitigate adverse effects on coastal processes, ecological values, water quality and natural character:
- a. construction methods and site works should avoid, remedy or mitigate adverse effects, particularly on water quality and sedimentation.
 - b. construction or works should be done at a time that avoids or minimises, adverse effects on marine mammals, bird roosting, nesting and feeding, and recreational users of the CMA.
 - c. the hours of operation of construction or works should minimise adverse effects of noise and disruption on existing activities, and on nearby residential and public open spaces.

9. Special information requirements

1. An application for a framework plan, amendments to a framework plan, or a replacement framework plan must cover the whole of a policy area and must include:

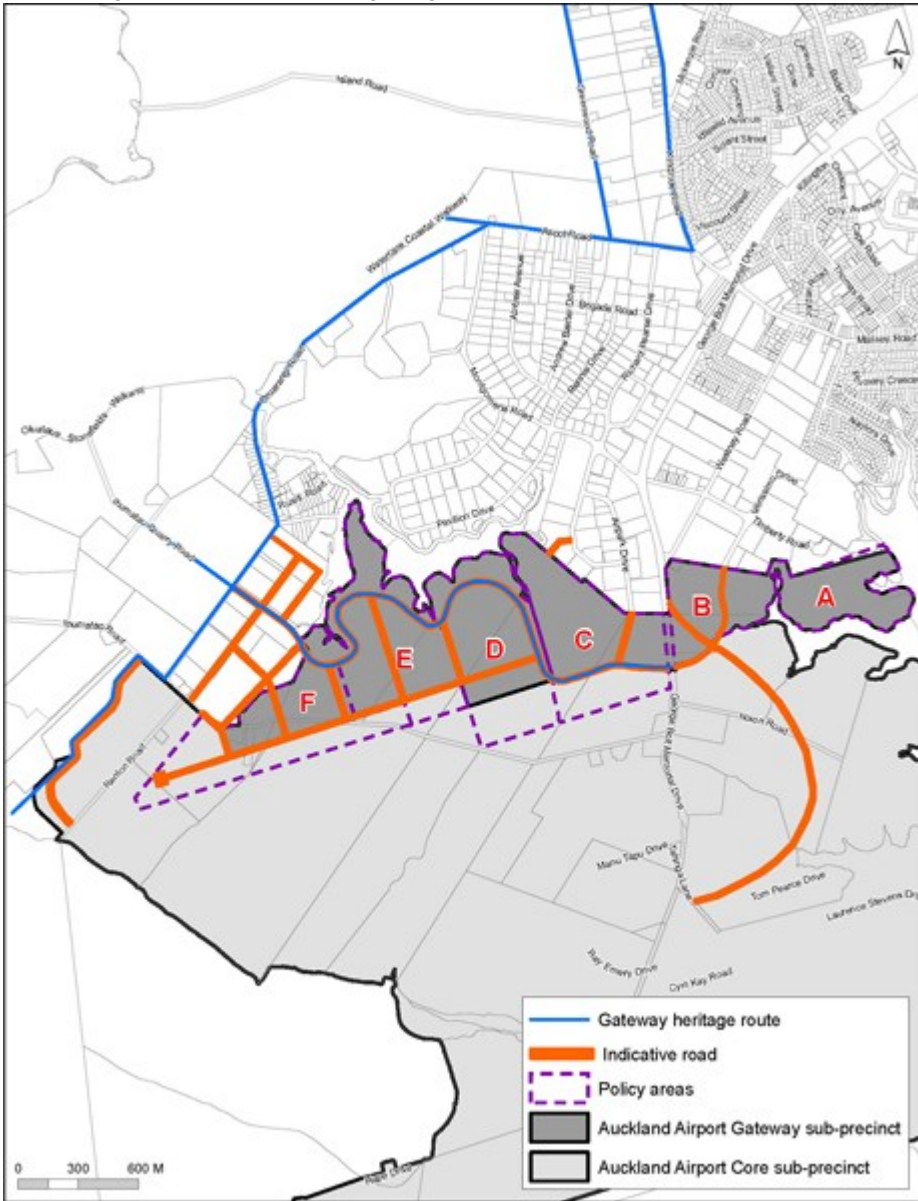
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- a. the exact boundaries of the policy area, which must be in general accordance with those shown in Precinct plan 1
- b. the location and design of all roads, including indicative roads, that lie within or are required to access the policy area
- c. an integrated transport assessment
- d. proposed pedestrian and cycle linkages, including service vehicles
- e. proposals for public amenity areas located in or adjoining the policy area
- f. design guidelines, including representative site layouts and sketches, for site shape, contour and orientation, and landscape treatment
- g. design guidelines, including representative site layouts and sketches, for building platform location and design; the design of building height, materials and finish, and associated site access, car parking and landscape treatment
- h. design guidelines (including representative site layouts and sketches) for sign location, size, design and height on the Mangere Gateway heritage route and George Bolt Memorial Drive
- i. a streetscape and landscape treatment plan, in sufficient detail to enable establishment of a coherent design throughout the policy area, showing and explaining:
 - i. trees and groups of trees that are proposed to be retained
 - ii. the form, including density, species, depth and height, of planting proposed be undertaken within each policy area
- j. the likely staging of the development
- k. evidence of consultation with Kaitiaki contacts of the Makaurau Marae and Te Kawerau a Maki Iwi Tribal Authority Incorporated in respect of any potential wāhi tapu. The evidence of consultation must include confirmation that the Kaitiaki contacts have been consulted on the preparation of the framework plan and have sighted the final version of the framework plan that is submitted to council.

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10. Precinct plan

Precinct plan 1: Auckland Airport precinct



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