

## APPENDIX 3: AUCKLAND UNITARY PLAN OBJECTIVES AND POLICIES ASSESSMENT TABLES

The following Table provides a framework for identification and assessment of the objectives and policies of the Auckland Unitary Plan (AUP). The content focusses on the relevant objectives and policies rather than every single provision.

Plan Provision	Comment
<b>Urban Growth</b>	
<p><b>B2.2. Urban growth and form</b></p> <p><b>B2.2.1. Objectives</b></p> <p>(1) A quality compact urban form that enables all of the following:</p> <ul style="list-style-type: none"> <li>(a) a higher-quality urban environment;</li> <li>(b) greater productivity and economic growth;</li> <li>(c) better use of existing infrastructure and efficient provision of new infrastructure;</li> <li>(d) improved and more effective public transport;</li> <li>(e) greater social and cultural vitality;</li> <li>(f) better maintenance of rural character and rural productivity; and</li> <li>(g) reduced adverse environmental effects.</li> </ul> <p>(2) Urban growth is primarily accommodated within the urban area 2016 (as identified in Appendix 1A).</p> <p>(3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.</p> <p>.....</p> <p>(5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure.</p> <p><b>B2.2.2. Policies</b></p> <p><b><i>Development capacity and supply of land for urban development</i></b></p> <p>(1) Include sufficient land within the Rural Urban Boundary that is appropriately zoned to accommodate at any one time a minimum of seven years' projected growth in terms of residential, commercial and industrial demand and corresponding requirements for social facilities, after allowing for any constraints on subdivision, use and development of land.</p> <p>.....</p> <p><b><i>Quality compact urban form</i></b></p> <p>(4) Promote urban growth and intensification within the urban area 2016 (as identified in Appendix 1A), enable urban growth and intensification within the Rural Urban Boundary, towns, and rural and coastal towns and villages, and avoid urbanisation outside these areas.</p> <p>(5) Enable higher residential intensification:</p> <ul style="list-style-type: none"> <li>(a) in and around centres;</li> <li>(b) along identified corridors; and</li> </ul>	<p>The proposed plan change will provide quality, compact neighbourhoods within a highly accessible location and increase residential capacity.</p> <p>The change in zone from Single House to Mixed Housing Urban will enable 70-100 dwellings on a site that is highly accessible to the Beach Haven Local Centre, the Beach Haven Marina, the FTN that runs to Britomart via Rangatira Road, Highbury and Onewa Road, and a range of other social amenities. This provides for a significant increase in the efficient utilisation of a land resource and existing infrastructure.</p> <p>The Plan Change can be serviced by existing infrastructure. The Plan Change is entirely keeping with these objectives and policies.</p>

<p>(c) close to public transport, social facilities (including open space) and employment opportunities.</p>	
<b>Quality Built Environment</b>	
<p><b>B2.3. A quality built environment B2.3.1.</b></p> <p><b>Objectives</b></p> <p>(1) A quality built environment where subdivision, use and development do all of the following:</p> <ul style="list-style-type: none"> <li>(a) respond to the intrinsic qualities and physical characteristics of the site and area, including its setting;</li> <li>(b) reinforce the hierarchy of centres and corridors;</li> <li>(c) contribute to a diverse mix of choice and opportunity for people and communities;</li> <li>(d) maximise resource and infrastructure efficiency;</li> <li>(e) are capable of adapting to changing needs; and</li> <li>(f) respond and adapt to the effects of climate change.</li> </ul> <p>(2) Innovative design to address environmental effects is encouraged.</p> <p>(3) The health and safety of people and communities are promoted.</p> <p><b>B2.3.2. Policies</b></p> <p>(1) Manage the form and design of subdivision, use and development so that it does all of the following:</p> <ul style="list-style-type: none"> <li>(a) supports the planned future environment, including its shape, landform, outlook, location and relationship to its surroundings, including landscape and heritage;</li> <li>(b) contributes to the safety of the site, street and neighbourhood;</li> <li>(c) develops street networks and block patterns that provide good access and enable a range of travel options;</li> <li>(d) achieves a high level of amenity and safety for pedestrians and cyclists;</li> <li>(e) meets the functional, and operational needs of the intended use; and</li> <li>(f) allows for change and enables innovative design and adaptive re-use.</li> </ul> <p>(2) Encourage subdivision, use and development to be designed to promote the health, safety and well-being of people and communities by all of the following:</p> <ul style="list-style-type: none"> <li>(a) providing access for people of all ages and abilities;</li> <li>(b) enabling walking, cycling and public transport and minimising vehicle movements; and</li> <li>(c) minimising the adverse effects of discharges of contaminants from land use activities (including transport effects) and subdivision.</li> </ul> <p>(3) Enable a range of built forms to support choice and meet the needs of Auckland’s diverse population.</p> <p>(4) Balance the main functions of streets as places for people and as routes for the movement of vehicles.</p> <p>(5) Mitigate the adverse environmental effects of subdivision, use and development through appropriate design including energy and water efficiency and waste minimisation.</p>	<p>The proposed rezoning responds to the physical characteristics of the site and area, which already has a pattern of infill development at a density similar to that which is sought through the MHU zone. The existing bulk and location controls will ensure that there is reasonable amenity for any development within the site as well as a ensure that the amenity of surrounding neighbours will be protected.</p> <p>Given the size of the site, it is anticipated that development enabled by the Plan Change will not impact the surrounding urban amenity and will sit comfortably into the existing urban fabric and will be seen as an integral component of the wider area.</p> <p>Overall, the Plan Change is entirely keeping with these objectives and policies.</p>

## Residential Growth

### B2.4. Residential growth

#### B2.4.1. Objectives

- (1) Residential intensification supports a quality compact urban form.
- (2) Residential areas are attractive, healthy and safe with quality development that is in keeping with the planned built character of the area.
- (3) Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.
- (4) An increase in housing capacity and the range of housing choice which meets the varied needs and lifestyles of Auckland's diverse and growing population.
- (5) Non-residential activities are provided in residential areas to support the needs of people and communities.
- (6) Sufficient, feasible development capacity for housing is provided, in accordance with Objectives 1 to 4 above, to meet the targets in Table B2.4.1 below:

Term	Short to Medium 1 - 10 years (2016 – 2026)	Long 11 - 30 years (2027 – 2046)	Total 1 – 30 years (2016 – 2046)
<b>Minimum Target</b> (number of dwellings)	189,800	218,500	408,300

#### B2.4.2. Policies

...

- (2) Enable higher residential intensities in areas closest to centres, the public transport network, large social facilities, education facilities, tertiary education facilities, healthcare facilities and existing or proposed open space.

...

- (6) Ensure development is adequately serviced by existing infrastructure or is provided with infrastructure prior to or at the same time as residential intensification.
- (7) Manage adverse reverse sensitivity effects from urban intensification on land with existing incompatible activities.

#### **Residential neighbourhood and character**

- (8) Recognise and provide for existing and planned neighbourhood character through the use of place-based planning tools.
- (9) Manage built form, design and development to achieve an attractive, healthy and safe environment that is in keeping with the descriptions set out in placed-based plan provisions.
- (10) Require non-residential activities to be of a scale and form that are in keeping with the existing and planned built character of the area.

#### **Affordable housing**

- (11) Enable a sufficient supply and diverse range of dwelling types and sizes that meet the housing needs of people and communities, including:
  - (a) households on low to moderate incomes; and

The proposed rezoning aligns with the residential growth policies of the Regional Policy Statement through enabling increased residential development capacity adjacent to a local centre and with the ability to be serviced with infrastructure. Therefore, the Plan Change will make efficient use of land close to public transport, Beach Haven Local Centre and within close proximity to a range of healthcare, education and cultural amenities.

With the proposed change in zone for the Plan Change area will have the capacity for approximately 70 dwellings above and beyond the two that could be achieved under a scenario that complies with the current AUP zoning for the Plan Change area.

The Plan Change is entirely keeping with these objectives.

people with special housing requirements.	
<b>Open Space</b>	
<p><b>B2.7. Open space and recreation facilities</b></p> <p><b>B2.7.1. Objectives</b></p> <p>(1) Recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities.</p> <p>(2) Public access to and along Auckland’s coastline, coastal marine area, lakes, rivers, streams and wetlands is maintained and enhanced.</p> <p>.....</p>	<p>The Plan Change enables intensification to occur in a location that is very well serviced by open space. In particular, Tui Park and Shepards Park, which contains a range of recreation facilities including a fitness trail, learn to ride bike trail, play equipment, sports fields and facilities. There is a well-connected coastal walkway within close proximity of the Plan Change area.</p> <p>The Plan Change is in keeping with the relevant objectives and policies.</p>
<b>Social Facilities</b>	
<p><b>B2.8. Social facilities B2.8.1. Objectives</b></p> <p>(1) Social facilities that meet the needs of people and communities, including enabling them to provide for their social, economic and cultural well-being and their health and safety.</p> <p>.....</p>	<p>The Plan Change enables intensification to occur in a location that is very well serviced by social facilities. The Beach Haven Primary, Birkenhead College, Birkdale Intermediate, Creative Kids Early Childhood Education are all located within walking distance from the from the Plan Change area. Shepards Park also hosts a number of sport teams and clubs, which is a 5min walk from the Plan Change area.</p> <p>The Beach Haven Local centre contains a number of retail and services, which is directly adjacent to the Local Centre.</p> <p>The Plan Change is in keeping with the relevant objectives and policies.</p>
<b>Infrastructure</b>	
<p><b>B3.2. Infrastructure</b></p> <p><b>B3.2.1. Objectives</b></p> <p>...</p> <p>(5) Infrastructure planning and land use planning are integrated to service growth efficiently.</p> <p>...</p>	<p>The Plan Change has been informed by an infrastructure assessment (refer to <b>Appendix 7</b>) which shows that the development enabled by the Plan Change can connect</p>

	<p>efficiently to existing infrastructure networks, and does not rely on more comprehensive upgrades to the network.</p> <p>The Plan Change is in keeping with the relevant objectives and policies.</p>
<b>Transport</b>	
<p><b>B3.3. Transport</b></p> <p><b>B3.3.1. Objectives</b></p> <p>(1) Effective, efficient and safe transport that:</p> <ul style="list-style-type: none"> <li>(a) supports the movement of people, goods and services;</li> <li>(b) integrates with and supports a quality compact urban form;</li> <li>(c) enables growth;</li> <li>(d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and</li> <li>(e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.</li> </ul> <p><b>B3.3.2. Policies</b></p> <p><b><i>Managing transport infrastructure</i></b></p> <p>(1) Enable the effective, efficient and safe development, operation, maintenance and upgrading of all modes of an integrated transport system.</p> <p>(2) Enable the movement of people, goods and services and ensure accessibility to sites.</p> <p>.....</p> <p><b><i>Integration of subdivision, use and development with transport</i></b></p> <p>(5) Improve the integration of land use and transport by:</p> <ul style="list-style-type: none"> <li>(a) ...</li> <li>(b) encouraging land use development and patterns that reduce the rate of growth in demand for private vehicle trips, especially during peak periods;</li> <li>(c) locating high trip-generating activities so that they can be efficiently served by key public transport services and routes and complement surrounding activities by supporting accessibility to a range of transport modes;</li> <li>(d) requiring proposals for high trip-generating activities which are not located in centres or on corridors or at public transport nodes to avoid, remedy or mitigate adverse effects on the transport network;</li> <li>(e) enabling the supply of parking and associated activities to reflect the demand while taking into account any adverse effects on the transport system; and</li> </ul>	<p>The Plan Change has been informed by a transport assessment (refer to <b>Appendix 6</b>) which shows that the surrounding road network can operate safely and efficiently with the Plan Change in place.</p> <p>The Plan Change is in keeping with the relevant objectives and policies.</p>

<p>(f) requiring activities adjacent to transport infrastructure to avoid, remedy or mitigate effects which may compromise the efficient and safe operation of such infrastructure.</p> <p>.....</p> <p><b>E27.2. Objectives</b></p> <p>(1) Land use and all modes of transport are integrated in a manner that enables:</p> <p>(a) the benefits of an integrated transport network to be realised; and</p> <p>(b) the adverse effects of traffic generation on the transport network to be managed.</p> <p>.....</p> <p>(3) Parking and loading supports urban growth and the quality compact urban form.</p> <p>(4) The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone.</p> <p>(5) Pedestrian safety and amenity along public footpaths is prioritised.</p> <p>.....</p> <p><b>E27.3. Policies</b></p> <p>...</p> <p>(3) Manage the number, location and type of parking and loading spaces, including bicycle parking and associated end-of-trip facilities to support all of the following:</p> <p>(a) the safe, efficient and effective operation of the transport network;</p> <p>(b) the use of more sustainable transport options including public transport, cycling and walking;</p> <p>(c) the functional and operational requirements of activities;</p> <p>(d) the efficient use of land;</p> <p>(e) the recognition of different activities having different trip characteristics; and</p> <p>(f) the efficient use of on-street parking.</p> <p>.....</p> <p>(20) Require vehicle crossings and associated access to be designed and located to provide for safe, effective and efficient movement to and from sites and minimise potential conflicts between vehicles, pedestrians, and cyclists on the adjacent road network.</p>	
<b>Residential – Mixed Housing Urban</b>	
<p><b>H5.2. Objectives</b></p> <p>(1) Land near the Business – Metropolitan Centre Zone and the Business – Town Centre Zone, high-density residential areas and close to the public transport network is efficiently used for higher density residential living and to provide urban living that increases housing capacity and choice and access to public transport.</p> <p>(2) Development is in keeping with the neighbourhood's planned urban built character of predominantly three-storey buildings, in a variety of forms and surrounded by open space.</p> <p>(3) Development provides quality on-site residential amenity for residents and adjoining sites and the street.</p> <p>.....</p> <p><b>H13.3. Policies</b></p> <p>(1) Enable a variety of housing types at higher densities, including low-rise apartments and integrated residential development such as retirement villages.</p> <p>(2) Require the height, bulk, form and appearance of development and the provision of sufficient setbacks and landscaped areas to achieve an urban built character of predominantly three storeys, in a variety of</p>	<p>The proposed rezoning is in keeping with the objectives and policies of the Mixed Housing Urban zone. Given the size of the site, it is anticipated that that development enabled by the Plan Change will not impact the surrounding urban amenity. Development will be seen as an integral component of the area and will be an appropriate form and scale for its location.</p> <p>The Mixed Housing Urban zone will provide for high intensity residential development</p>

<p>forms.</p> <p>(3) Encourage development to achieve attractive and safe streets and public open spaces including by:</p> <ul style="list-style-type: none"> <li>(a) providing for passive surveillance</li> <li>(b) optimising front yard landscaping</li> <li>(c) minimising visual dominance of garage doors.</li> </ul> <p>(4) Require the height, bulk and location of development to maintain a reasonable standard of sunlight access and privacy and to minimise visual dominance effects to adjoining sites.</p> <p>(5) Require accommodation to be designed to meet day to day needs of residents by:</p> <ul style="list-style-type: none"> <li>(a) providing privacy and outlook; and</li> <li>(b) providing access to daylight and sunlight and providing the amenities necessary for those residents.</li> </ul> <p>(10) Recognise the functional and operational requirements of activities and development.</p> <p>(6) Encourage accommodation to have useable and accessible outdoor living space.</p> <p>(7) Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated</p> <p>...</p> <p>(9) Enable more efficient use of larger sites by providing for integrated residential development.</p>	<p>adjacent to the Beach Haven Centre to support an efficient use of land and public transport.</p> <p>The Plan Change is in keeping with the relevant objectives and policies.</p>
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