

E11. Land disturbance – Regional

E11.2. Objectives [rp]

- (1) Land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies or mitigates adverse effects on the environment.
- (2) Sediment generation from land disturbance is minimised.
- (3) Land disturbance is controlled to achieve soil conservation

E11.3. Policies [rp]

- (1) Avoid where practicable, and otherwise mitigate, or where appropriate, remedy adverse effects on areas where there are natural and physical resources that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.
- (2) Manage land disturbance to:
 - (a) retain soil and sediment on the land by the use of best practicable options for sediment and erosion control appropriate to the nature and scale of the activity;
 - (b) manage the amount of land being disturbed at any one time, particularly where the soil type, topography and location is likely to result in increased sediment runoff or discharge;
 - (c) avoid, remedy or mitigate adverse effects on accidentally discovered sensitive material; and
 - (d) maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering.
- (3) Manage the impact on Mana Whenua cultural heritage that is discovered undertaking land disturbance by:
 - (a) requiring a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;
 - (b) undertaking appropriate actions in accordance with mātauranga and tikanga Māori; and
 - (c) undertaking appropriate measures to avoid adverse effects. Where adverse effects cannot be avoided, effects are remedied or mitigated.
- (4) Enable land disturbance necessary for a range of activities undertaken to provide for people and communities social, economic and cultural well-being, and their health and safety.
- (5) Design and implement earthworks with recognition of existing environmental site constraints and opportunities, specific engineering requirements, and implementation of integrated water principles.
- (6) Require that earthworks are designed and undertaken in a manner that ensures the stability and safety of surrounding land, buildings and structures.
- (6A) Recognise and provide for the management and control of kauri dieback disease as a means of maintaining indigenous biodiversity.

(7) Require any land disturbance that will likely result in the discharge of sediment laden water to a surface water body or to coastal water to demonstrate that sediment discharge has been minimised to the extent practicable, having regard to the quality of the environment; with:

(a) any significant adverse effects avoided, and other effects avoided, remedied or mitigated, particularly in areas where there is:

(i) high recreational use;

(ii) relevant initiatives by Mana Whenua, established under regulations relating to the conservation or management of fisheries, including taiāpure, rāhui or whakatupu areas;

(iii) the collection of fish and shellfish for consumption;

(iv) maintenance dredging; or

(v) a downstream receiving environment that is sensitive to sediment accumulation;

(b) adverse effects avoided as far as practicable within areas identified as sensitive because of their ecological values, including terrestrial, freshwater and coastal ecological values; and

(c) the receiving environments ability to assimilate the discharged sediment being taken into account.

(8) Monitor the quality of fresh and coastal water bodies across the region and the effects of land disturbance on water quality and receiving environments.

E12. Land disturbance – District

E12.2. Objectives

(1) Land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies or mitigates adverse effects on the environment. E12.3. Policies (1) Avoid where practicable, and otherwise, mitigate, or where appropriate, remedy adverse effects of land disturbance on areas where there are natural and physical resources that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.

(2) Manage the amount of land being disturbed at any one time, to:

(a) avoid, remedy or mitigate adverse construction noise, vibration, odour, dust, lighting and traffic effects;

(b) avoid, remedy or mitigate adverse effects on accidentally discovered sensitive material; and

(c) maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering.

(3) Enable land disturbance necessary for a range of activities undertaken to provide for people and communities social, economic and cultural well-being, and their health and safety.

(4) Manage the impact on Mana Whenua cultural heritage that is discovered undertaking land disturbance by:

- (a) requiring a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;
- (b) undertaking appropriate actions in accordance with mātauranga and tikanga Māori; and
- (c) undertaking appropriate measures to avoid adverse effects, or where adverse effects cannot be avoided, effects are remedied or mitigated.

(5) Design and implement earthworks with recognition of existing environmental site constraints and opportunities, specific engineering requirements, and implementation of integrated water principles.

(6) Require that earthworks are designed and undertaken in a manner that ensures the stability and safety of surrounding land, buildings and structures.

E15 Vegetation Management

E15.2. Objectives [rcp/rp/dp]

(1) Ecosystem services and indigenous biological diversity values, particularly in sensitive environments, and areas of contiguous indigenous vegetation cover, are maintained or enhanced while providing for appropriate subdivision, use and development.

(2) Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring.

E15.3. Policies [rcp/rp/dp]

(1) Protect areas of contiguous indigenous vegetation cover and vegetation in sensitive environments including the coastal environment, riparian margins, wetlands, and areas prone to natural hazards.

(2) Manage the effects of activities to avoid significant adverse effects on biodiversity values as far as practicable, minimise significant adverse effects where avoidance is not practicable, and avoid, remedy or mitigate any other adverse effects on indigenous biological diversity and ecosystem services, including soil conservation, water quality and quantity management, and the mitigation of natural hazards.

(3) Encourage the offsetting of any significant residual adverse effects on indigenous vegetation and biodiversity values that cannot be avoided, remedied or mitigated, through protection, restoration and enhancement measures, having regard to Policy E15.3(4) below and Appendix 8 Biodiversity offsetting.

(4) Protect, restore, and enhance biodiversity when undertaking new use and development through any of the following:

(a) using transferable rural site subdivision to protect areas that meet one or more of the factors referred to in B7.2.2(1) and in Schedule 3 Significant Ecological Areas -Terrestrial Schedule or shown on the Kawau Island Rural Subdivision SEA Control.

(b) requiring legal protection, ecological restoration and active management techniques in areas set aside for the purposes of mitigating or offsetting adverse effects on indigenous biodiversity; or

(c) linking biodiversity outcomes to other aspects of the development such as the provision of infrastructure and open space.

(5) Enable activities which enhance the ecological integrity and functioning of areas of vegetation, including for biosecurity, safety and pest management and to control kauri dieback.

(6) Enable vegetation management to provide for the operation and routine maintenance needs of activities.

(7) Manage any adverse effects from the use, maintenance, upgrading and development of infrastructure in accordance with the policies in E15.3, recognising that it is not always practicable to locate or design infrastructure to avoid areas with indigenous biodiversity values.

(8) Recognise and provide for the management and control of kauri dieback as a means of maintaining indigenous biodiversity.

(9) Avoid activities in the coastal environment where they will result in any of the following:

(a) non-transitory or more than minor adverse effects on:

(i) threatened or at risk indigenous species (including Maui's Dolphin and Bryde's Whale);

(ii) the habitats of indigenous species that are at the limit of their natural range or which are naturally rare;

(iii) threatened or rare indigenous ecosystems and vegetation types, including naturally rare ecosystems and vegetation types;

(iv) areas containing nationally significant examples of indigenous ecosystems or indigenous community types; or

(v) areas set aside for full or partial protection of indigenous biodiversity under other legislation, including the West Coast North Island Marine Mammal Sanctuary.

(b) any regular or sustained disturbance of migratory bird roosting, nesting and feeding areas that is likely to noticeably reduce the level of use of an area for these purposes;

(c) the deposition of material at levels which would adversely affect the natural ecological functioning of the area; or

(d) fragmentation of the values of the area to the extent that its physical integrity is lost.

(10) Avoid (while giving effect to Policy E15(9) above) activities in the coastal environment which result in significant adverse effects, and avoid, remedy or mitigate other adverse effects of activities, on:

(a) areas of predominantly indigenous vegetation;

(b) habitats that are important during the vulnerable life stages of indigenous species;

(c) indigenous ecosystems and habitats that are found only in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;

- (d) habitats of indigenous species that are important for recreational, commercial, traditional or cultural purposes including fish spawning, pupping and nursery areas;
- (e) habitats, including areas and routes, important to migratory species;
- (f) ecological corridors, and areas important for linking or maintaining biological values; or
- (g) water quality such that the natural ecological functioning of the area is adversely affected.

D10. Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay

D10.2. Objectives [rcp/dp]

- (1) Auckland's outstanding natural features and outstanding natural landscapes are protected from inappropriate subdivision, use, and development.
- (2) The ancestral relationships of Mana Whenua with outstanding natural features and outstanding natural landscapes are recognised and provided for.
- (3) Where practicable the restoration and enhancement of outstanding natural features and outstanding natural landscapes, including in the Waitākere Ranges Heritage Area and the Hauraki Gulf /Te Moana-nui o Toi/Tīkapa Moana, is promoted.
- (4) Existing rural production activities are recognised as part of landscape values including in outstanding natural features and outstanding natural landscapes.

D10.3. Policies [rcp/dp]

- (1) Protect the physical and visual integrity of outstanding natural landscapes by:
 - (a) avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to the values of the outstanding natural landscape;
 - (b) maintaining the visual coherence and integrity of the outstanding natural landscape;
 - (c) maintaining natural landforms, natural processes and vegetation areas and patterns;
 - (d) maintaining the visual or physical qualities that make the landscape iconic or rare; and
 - (e) maintaining high levels of naturalness in outstanding natural landscapes that are also identified as outstanding natural character or high natural character areas.
- (2) Protect the physical and visual integrity of outstanding natural landscapes while taking into account the following matters:
 - (a) the extent of anthropogenic changes to the natural elements, patterns, processes or characteristics and qualities;
 - (b) the presence or absence of structures, buildings or infrastructure;
 - (c) the temporary or permanent nature of any adverse effects;

- (d) the physical and visual integrity and the natural processes of the location;
- (e) the physical, visual and experiential values that contribute significantly to the natural landscape's values;
- (f) the location, scale and design of any proposed development; and
- (g) the functional or operational need of any proposed infrastructure to be located in the outstanding natural landscape area.

(3) Protect the physical and visual integrity of outstanding natural features, including volcanic features that are outstanding natural features, by:

- (a) avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to an outstanding natural feature's values;
- (b) ensuring that the provision for, and upgrading of, public access, recreation and infrastructure is consistent with the protection of the values of an outstanding natural feature; and
- (c) avoiding adverse effects on Mana Whenua values associated with an outstanding natural feature.

(4) Protect the physical and visual integrity of outstanding natural features, while taking into account the following matters:

- (a) the value of the outstanding natural feature in its wider historic heritage, cultural, landscape, natural character and amenity context;
 - (b) the educational, scientific, amenity, social or economic value of the outstanding natural feature;
 - (c) the historical, cultural and spiritual association with the outstanding natural feature held by Mana Whenua;
 - (d) the extent of anthropogenic changes to the natural characteristics and qualities of the outstanding natural feature;
 - (e) the presence or absence of structures, buildings or infrastructure;
 - (f) the temporary or permanent nature of any adverse effects;
 - (g) the physical and visual integrity and the natural processes of the location;
 - (h) the physical, visual and experiential values that contribute significantly to the outstanding natural feature's values;
 - (i) the location, scale and design of any proposed subdivision, use or development; and
 - (j) the functional or operational need of any proposed infrastructure to be located within the outstanding natural feature.
- (5) Enable use and development that maintains or enhances the values or appreciation of an outstanding natural landscape or outstanding natural feature.

(6) Provide for appropriate rural production activities and related production structures as part of working rural and coastal landscapes in outstanding natural landscape and outstanding natural feature areas.

(7) Encourage the restoration and enhancement of outstanding natural landscapes and outstanding natural features where practical, and where this is consistent with the values of the feature or area.

E38. Subdivision – Urban

E38.2. Objectives

(1) Land is subdivided to achieve the objectives of the residential zones, business zones, open space zones, special purpose zones, coastal zones, relevant overlays and Auckland-wide provisions.

(2) Land is subdivided in a manner that provides for the long-term needs of the community and minimises adverse effects of future development on the environment.

(3) Land is vested to provide for esplanades reserves, roads, stormwater, infrastructure and other purposes.

(4) Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner and provided for to be in place at the time of the subdivision or development.

(5) Infrastructure is appropriately protected from incompatible subdivision, use and development, and reverse sensitivity effects.

(6) Subdivision has a layout which is safe, efficient, convenient and accessible.

(7) Subdivision manages adverse effects on historic heritage or Maori cultural heritage.

(8) Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of the areas.

(9) Subdivision to protect indigenous vegetation or wetlands is provided for in the residential zones.

(10) Subdivision:

(a) within urban and serviced areas, does not increase the risks of adverse effects to people, property, infrastructure and the environment from natural hazards;

(b) avoids, where possible, and otherwise mitigates, adverse effects associated with subdivision for infrastructure or existing urban land uses; and

(c) maintains the function of flood plains and overland flow paths to safely convey flood waters, while taking into account the likely long term effects of climate change.

E38.3. Policies (1) Provide for subdivision which supports the policies of the Plan for residential zones, business zones, open space zones, special purpose zones, coastal zones, relevant overlays and Auckland-wide provisions.

(2) Require subdivision to manage the risk of adverse effects resulting from natural hazards in accordance with the objectives and policies in E36 Natural hazards and flooding, and to provide safe and stable building platforms and vehicle access.

(3) Require subdivision design to respond to the natural landscapes by:

(a) avoiding building platforms and, where practicable, infrastructure, on identified or dominant ridgelines on sites zoned Residential – Large Lot Zone or Residential – Rural and Coastal Settlement Zone;

(b) locating and designing roads, access and infrastructure in a manner which minimises earthworks; and

(c) locating roads and development to follow land contours.

(4) Require subdivision to be designed to retain, protect or enhance scheduled features including those in the Historic Heritage Overlay and Sites and Places of Significance to Mana Whenua Overlay.

(5) Provide for subdivision of residential zoned sites containing indigenous vegetation scheduled in the D9 Significant Ecological Areas Overlay where the significant ecological area is to be protected, and enable the same or a similar number of sites to be created as would be enabled if the site did not contain a significant ecological area.

(6) Provide for subdivision around existing development, and where it enables creation of sites for uses that are in accordance with an approved land use resource consent and where there is compliance with Auckland-wide and zone rules.

(7) Provide for minor boundary adjustments which enable a more efficient and effective use of land where there is compliance with Auckland-wide and zone rules.

(8) Avoid subdivision of minor dwellings or converted dwellings not complying with minimum lot size.

(9) Require any staged subdivision to be undertaken in a manner that promotes efficient development.

(10) Require subdivision to provide street and block patterns that support the concepts of a liveable, walkable and connected neighbourhood including:

(a) a road network that achieves all of the following:

(i) is easy and safe to use for pedestrians and cyclists;

(ii) is connected with a variety of routes within the immediate neighbourhood and between adjacent land areas; and

(iii) is connected to public transport, shops, schools, employment, open spaces and other amenities; and

(b) vehicle crossings and associated access designed and located to provide for safe and efficient movement to and from sites and minimising potential conflict between vehicles, pedestrians, and cyclists on the adjacent road network.

(11) Require subdivision to be designed to achieve a high level of amenity and efficiency for residents by:

(a) aligning roads and sites for maximum sunlight access where topography and parent site shape allows;
and

(b) aligning sites to the road to maximise opportunities for buildings fronting the road.

(12) Limiting rear sites to places where the site topography, existing boundaries, natural features, or scheduled places will prevent the creation of front sites.

(13) Require subdivision to deliver sites that are of an appropriate size and shape for development intended by the zone by:

(a) providing a range of site sizes and densities; and

(b) providing for higher residential densities in locations where they are supportive of pedestrians, cyclists, public transport and the viability and vibrancy of centres.

(14) Encourage the design of subdivision to incorporate and enhance land forms, natural features, and indigenous trees and vegetation.

(15) Encourage shared vehicle access by way of rear lanes where appropriate to avoid the proliferation of vehicle crossings that:

(a) creates adverse effects on the safety of the road and footpath;

(b) limits opportunities to plant street trees; or

(c) creates inefficiencies in the provision of on-street car parking or areas for bus stops

(16) Require shared vehicle access to be of a width, length and form that:

(a) encourages low vehicle speed environments; and

(b) provides for the safety of users of the access and the adjoining road network.

(17) Require sufficient road reserves to accommodate the needs of:

(a) different types of transport modes;

(b) stormwater networks;

(c) network utilities; and

(d) lighting, street furniture, landscaping and reticulated infrastructure in a way that will not create future safety and maintenance issues.

Recreation and Amenity Spaces

(18) Require subdivision to provide for the recreation and amenity needs of residents by:

(a) providing open spaces which are prominent and accessible by pedestrians;

(b) providing for the number and size of open spaces in proportion to the future density of the neighbourhood; and

(c) providing for pedestrian and/or cycle linkages.

Infrastructure

(19) Require subdivision to provide servicing:

- (a) to be coordinated, integrated and compatible with the existing infrastructure network;
- (b) to enable the existing network to be expanded or extended to adjacent land where that land is zoned for urban development; and
- (c) to enable electricity and telecommunications services to be reticulated underground to each site wherever practicable.

(20) Require sites capable of containing a building, in areas where service connections are available to a public reticulated network, to connect to the following networks:

- (a) wastewater;
- (b) stormwater; and
- (c) potable water

(21) Require sites capable of containing a building, in areas with no reticulated water supply, stormwater or wastewater network, to be of a size and shape that provides for:

- (a) the treatment and disposal of stormwater in a way that does not lead to significant adverse off-site effects including degraded water quality, erosion, land instability, creation or exacerbation of flooding;
- (b) management of wastewater via:
 - (i) an on-site wastewater treatment system, or
 - (ii) approval to connect to a private wastewater network; and
- (c) potable water.

(22) Require subdivision to be designed to manage stormwater:

- (a) in accordance with any approved stormwater discharge consent or network discharge consent;
- (b) in a manner consistent with stormwater management policies in E1 Water quality and integrated management;
- (c) by applying an integrated stormwater management approach to the planning and design of development in accordance with stormwater management policies in E1 Water quality and integrated management;
- (d) to protect natural streams and maintain the conveyance function of overland flow paths;
- (e) to maintain, or progressively improve, water quality;
- (f) to integrate drainage reserves and infrastructure with surrounding development and open space networks; and (g) in an integrated and cost-effective way.

(23) Manage subdivision and development to avoid, remedy or mitigate adverse effects on infrastructure including reverse sensitivity effects, which may compromise the operation and capacity of existing or authorised infrastructure.

Esplanade Reserves and Strips

(24) Require esplanade reserves or strips when subdividing land adjoining the coast and other qualifying water-bodies.

(25) Avoid reducing the width of esplanade reserve or strip, or the waiving of the requirement to provide an esplanade reserve or strip, except where any of the following apply

- (a) safe public access and recreational use is already possible and can be maintained for the future;
- (b) the maintenance and enhancement of the natural functioning and water quality of the adjoining sea, river or other water body will not be adversely affected;
- (c) the land and water-based habitats on, and adjoining, the subject land area will not be adversely affected;
- (d) the natural values, geological features and landscape features will not be adversely affected;
- (e) any scheduled historic heritage places and sites and places of significance to Mana Whenua will not be adversely affected;
- (f) it can be demonstrated that the reduced width of the esplanade reserve or strip is sufficient to manage the risk of adverse effects resulting from natural hazards, taking into account the likely long term effects of climate change;
- (g) it can be demonstrated that a full width esplanade reserve or strip is not required to maintain the natural character and amenity of the coastal environment;
- (h) a reduced width in certain locations can be offset by an increase in width in other locations or areas which would result in a positive public benefit, in terms of access and recreation;
- (i) restrictions on public access are necessary to ensure a level of security for business activities in limited circumstances having regard to the policies in B8.4 relating to public access and open space in the coastal marine area; or
- (j) direct access to the sea or other water body is required for a business activity in limited circumstances.

(26) Require esplanade reserves rather than esplanade strips unless any of the following apply:

- (a) land has limited conservation and recreational value;
- (b) conservation and historic heritage values that are present can be adequately protected in private ownership;
- (c) the opportunity to acquire an esplanade reserve is unlikely to arise but continuity of access is desirable;

(d) creation of esplanade strips can secure public benefits and resource management objectives without alienating land from private ownership;

(e) land is subject to natural hazards or stability issues taking into account the likely long term effects of climate change; or

(f) a marginal strip of at least 20 metres under the Conservation Act 1987 has not been set aside on land that is Treaty Settlement Land. Subdivision Variation Control identified in the planning maps

(27) Manage the existing pattern and density of subdivision in locations identified in the Subdivision Variation Control shown on the planning maps to protect their low density character.

(28) Avoid subdivision that detracts from the natural landscape qualities which are defined by the low density settlement pattern.

(29) Manage subdivision of land where there are known infrastructure constraints. Subdivision in Special Character Areas Overlay – Residential and Business

(30) Maintain the distinctive pattern of subdivision as identified in the character statements for special character areas.

E39. Subdivision – Rural

E39.2. Objectives

(1) Land is subdivided to achieve the objectives of the zones, the relevant overlays and Auckland-wide provisions.

(2) Land is subdivided in a manner that provides for the long-term needs of the community and minimises adverse effects of future development on the environment.

(3) Land is vested to provide for esplanades, reserves, roads, stormwater, infrastructure and other purposes.

(4) Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner and provided for to be in place at the time of the subdivision or development.

(5) Infrastructure is appropriately protected from incompatible subdivision, use and development, and reverse sensitivity effects.

(6) Subdivision has a layout which is safe, efficient, convenient and accessible.

(7) Subdivision manages adverse effects on historic heritage or Māori cultural heritage.

(8) Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of the areas.

(9) The productive potential of rural land is enhanced through the amalgamation of smaller existing land holdings sites, particularly for sites identified in Appendix 14 Land amalgamation incentivised area, and the transfer of titles to certain Rural – Countryside Living Zone areas.

(10) Fragmentation of rural production land by:

(a) subdivision of land containing elite soil is avoided;

(b) subdivision of land containing prime soil is avoided where practicable; and

(c) subdivision of land avoids inappropriate rural lifestyle lots dispersed throughout rural and coastal areas.

(11) Subdivision avoids or minimises the opportunity for reverse sensitivity effects between agriculture, horticulture, mineral extraction activities, rural industry, infrastructure and rural lifestyle living opportunities.

(12) Rural lifestyle subdivision is primarily limited to the Rural – Countryside Living Zone, and to sites created by protecting, restoring or creating significant areas of indigenous vegetation or wetlands.

(13) Subdivision of any minor dwellings and workers' accommodation from the parent site is avoided.

(14) Subdivision is provided for, by either:

(a) Limited in-situ subdivision through the protection and enhancement of significant indigenous vegetation or wetlands and/or indigenous revegetation planting; or

(b) Transfer of titles to the Rural-Countryside Living Zone, through the protection and enhancement of indigenous vegetation and wetlands and/or through indigenous revegetation planting.

(15) Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of rural areas.

(16) Rural subdivision avoids or minimises adverse effects in areas identified in the Outstanding Natural Features Overlay, Outstanding Natural Character Overlay, High Natural Character Overlay, Outstanding Natural Landscape Overlay and Significant Ecological Areas Overlay.

(17) Subdivision:

(a) outside of urban and serviced areas avoids adverse effects to people, property, infrastructure and the environment from natural hazards;

(b) avoids where possible, and otherwise mitigates, adverse effects associated with subdivision for infrastructure or existing urban land uses; and

(c) maintains the function of flood plains and overland flow paths to safely convey flood waters while taking into account the likely long term effects of climate change;

E39.3. Policies

(1) Provide for subdivision which supports the policies of the zones.

(2) Require subdivision to manage the risk of adverse effects resulting from natural hazards in accordance with the objectives and policies in E36 Natural hazards and flooding, and to provide safe and stable building platforms and vehicle access.

(3) Manage rural subdivision and boundary adjustments to facilitate more efficient use of land for rural production activities by:

(a) restricting further subdivision in the Rural – Rural Production Zone, Rural – Mixed Rural Zone and Rural – Rural Coastal Zone for a range of rural production activities; and

(b) providing for the transfer of titles to certain Rural – Countryside Living Zones.

(4) Require subdivisions to be designed to retain, protect or enhance features including those in the Historic Heritage Places Overlay and Sites and Places of Significance to Mana Whenua Overlay, or otherwise remedy adverse effects.

(5) Provide for subdivision around existing development and subdivision where it enables creation of sites for uses that are in accordance with an approved land use resource consent, where there is compliance with Auckland-wide and zone rules and appropriate provision is made for areas of common use.

(6) Provide for minor boundary adjustments which enable a more efficient and effective use of land where there is compliance with Auckland-wide and zone rules.

(7) Require any staged subdivision to be undertaken in a manner that promotes efficient development.

(8) Avoid the fragmentation by subdivision of land containing elite soil and avoid where practicable fragmentation by subdivision of land containing prime soil.

(9) Encourage the amalgamation of small fragmented land parcels identified in Appendix 14 Land amalgamation incentivised area through transferable rural site subdivision.

(10) Require any proposal for rural lifestyle subdivision to demonstrate that any development will avoid or mitigate potential reverse sensitivity effects between it and any rural production activities, mineral extraction activities, rural industries and infrastructure.

(11) Restrict subdivision for rural lifestyle living to where:

(a) the site is located in the Rural – Countryside Living Zone;

(b) the site is created through the protection/enhancement of significant indigenous vegetation and wetlands; or

(c) the site is created through indigenous revegetation planting.

(12) Enable the transfer of titles to sites in the Rural – Countryside Living Zone which are identified using the subdivision variation control on the planning maps.

(13) Manage reverse sensitivity conflicts between rural lifestyle living and countryside living and rural production activities by the design and layout of subdivisions and locations of identified building areas and house sites.

(14) Avoid the subdivision of minor dwellings and workers' accommodation from the parent site in the rural areas.

Protection of indigenous vegetation and wetland and revegetation planting

(15) Enable:

(a) Transfer of titles; and

(b) Limited in-situ subdivision through the protection of indigenous vegetation or wetlands identified in the Significant Ecological Areas Overlay or shown on the Kawau Island Rural Subdivision SEA Control or areas meeting the factors for Significant Ecological Areas in Policy B7.2.2(1) and in terms of the descriptors contained in Schedule 3 Significant Ecological Areas - Terrestrial Schedule and indigenous revegetation planting.

(16) [deleted]

(17) Require indigenous vegetation or wetland within a site being subdivided to be legally protected in perpetuity.

(18) Provide limited opportunities for in-situ subdivision in rural areas while ensuring that:

(a) there will be significant environmental protection of indigenous vegetation including restoration, or wetlands;

(b) subdivision avoids the inappropriate proliferation and dispersal of development by limiting the number of sites created;

(c) subdivision avoids inappropriate development within areas of the Outstanding Natural Landscape Overlay, Outstanding Natural Character Overlay, High Natural Character Overlay and the coastal environment;

(d) adverse effects on rural and coastal character are avoided, remedied or mitigated;

(e) sites are of sufficient size to absorb and manage adverse effects within the site; and

(f) reverse sensitivity effects are managed in a way that does not compromise the viability of rural sites for continued production.

(19) Avoid the subdivision of sites in the Quarry Buffer Area Overlay and in areas of significant mineral resources that would result in development that could compromise the operation of mineral extraction activities.

Natural features and landscape

(20) Require subdivision, including site boundaries and specified building areas and access, to:

(a) recognise topography including steep slopes, natural features, ridgelines, aspect, water supplies, and existing vegetation;

(b) avoid inappropriately located buildings and associated accessways including prominent locations as viewed from public places;

- (c) avoid adverse effects on riparian margins and protected natural features; and
- (d) avoid fragmentation of features and landscape in the Significant Ecological Areas Overlay, Outstanding Natural Character Overlay, High Natural Character Overlay, Outstanding Natural Landscapes Overlay, Outstanding Natural Features Overlay or Sites and Places of Significance to Mana Whenua Overlay, or areas between sites.

Esplanade Reserves and Strips

(21) Require esplanade reserves or strips when subdividing land adjoining the coast and other qualifying water-bodies.

(22) Avoid reducing the width of esplanade reserves or strips, or the waiving of the requirement to provide an esplanade reserve or strip, except where any of the following apply:

- (a) safe public access and recreational use is already possible and can be maintained for the future;
- (b) the maintenance and enhancement of the natural functioning and water quality of the adjoining sea, river or other water body will not be adversely affected;
- (c) the land and water-based habitats on and adjoining the subject land area will not be adversely affected;
- (d) the natural values, geological features and landscape features will not be adversely affected;
- (e) any Scheduled Historic Heritage Places and Sites and Places of Significance to Mana Whenua will not be adversely affected;
- (f) it can be demonstrated that the reduced width of the esplanade reserve or strip is sufficient to manage the risk of adverse effects resulting from natural hazards, taking into account the likely long-term effects of climate change;
- (g) it can be demonstrated that a full width esplanade reserve or strip is not required to maintain the natural character and amenity of the coastal environment;
- (h) a reduced width in certain locations can be offset by an increase in width in other locations or areas, which would result in a positive public benefit in terms of access and recreation;
- (i) restrictions on public access are necessary to ensure a level of security for business activities in limited circumstances having regard to Policy B8.4.2(3) relating to public access in the coastal marine area; or
- (j) direct access to the sea or other water body is required for a business activity in limited circumstances.

(23) Require esplanade reserves rather than esplanade strips unless any of the following apply:

- (a) land has limited conservation and recreational value;
- (b) conservation and historic heritage values that are present can be adequately protected in private ownership;
- (c) opportunity to acquire an esplanade reserve is unlikely to arise but continuity of access is desirable;

(d) creation of esplanade strips can secure public benefits and resource management objectives without alienating land from private ownership;

(e) land is subject to natural hazards or stability issues taking into account the likely long term effects of climate change; or a marginal strip of at least 20 metres under the Conservation Act 1987 has not been set aside on land that is Treaty Settlement Land.

Amenity

(24) Require subdivision to avoid creating ribbon development along public roads or multiple access points that may adversely affect the character or amenity values or the adequate functioning of rural roads.

(25) Require accessways, public walkways and roads to be designed so rural and coastal character and amenity values are maintained or enhanced.

(26) Restrict the location and design of sites and specified building areas to:

(a) integrate development with the existing landscape; and

(b) ensure the character and amenity values of adjacent sites and the locality are not adversely affected.

(27) Require rural subdivision to avoid, remedy or mitigate adverse effects on the rural or coastal character and to complement the rural or coastal character of the area.

Infrastructure

(28) Require infrastructure servicing rural subdivision to avoid, remedy or mitigate adverse effects on rural character and amenity.

(29) Require all sites capable of containing a building, in areas where service connections are available to a public reticulated network, to be able to connect to the following networks:

(a) wastewater;

(b) stormwater; and

(c) potable water.

(30) Require all new sites capable of containing a building, in areas with no reticulated water supply, stormwater or wastewater network, to be of a size and shape that provides for:

(a) the treatment and disposal of stormwater in a way that does not lead to significant adverse off-site effects including degraded water quality, erosion, land instability, creation or exacerbation of flooding;

(b) management of wastewater via an on-site wastewater treatment system, or approval to connect to a private wastewater network; and potable water.

(31) Require subdivision to manage stormwater:

(a) in accordance with any approved stormwater discharge consent or network discharge consent;

(b) in a manner consistent with stormwater management policies in E1 Water quality and integrated management;

(c) by applying an integrated stormwater management approach to the planning and design of development in accordance with stormwater management policies in E1 Water quality and integrated management;

(d) to protect natural streams and maintain the conveyance function of overland flow paths;

(e) to maintain or progressively improve water quality;

(f) to integrate drainage reserves and infrastructure with surrounding development and public open space networks; and

(g) in an integrated and cost-effective way.

(32) Manage subdivision and development to avoid, remedy or mitigate adverse effects on infrastructure including reverse sensitivity effects, which may compromise the operation and capacity of existing or authorised infrastructure.

(33) Enable subdivision for network utility purposes while avoiding, remedying or mitigating the adverse effects.

H18. Future Urban Zone

H18.2. Objectives

(1) Land is used and developed to achieve the objectives of the Rural – Rural Production Zone until it has been rezoned for urban purposes.

(2) Rural activities and services are provided for to support the rural community until the land is rezoned for urban purposes.

(3) Future urban development is not compromised by premature subdivision, use or development.

(4) Urbanisation on sites zoned Future Urban Zone is avoided until the sites have been rezoned for urban purposes.

H18.3. Policies

(1) Provide for use and development which supports the policies of the Rural – Rural Production Zone unless that use and development is inconsistent with policies H18.3(2) to (6).

(2) Enable activities that are reliant on the quality of the soil or require a rural location to operate or which provide for the day to day needs of the local rural community.

(3) Require subdivision, use and development to maintain and complement rural character and amenity.

(4) Avoid subdivision that will result in the fragmentation of land and compromise future urban development.

- (5) Prevent the establishment of more than one dwelling on a site except for the provision for minor dwellings and workers' accommodation.
- (6) Avoid subdivision, use and development of land that may result in one or more of the following:
 - (a) structures and buildings of a scale and form that will hinder or prevent future urban development;
 - (b) compromise the efficient and effective operation of the local and wider transport network;
 - (c) require significant upgrades, provisions or extension to the wastewater, water supply, or stormwater networks or other infrastructure;
 - (d) inhibit the efficient provision of infrastructure;
 - (e) give rise to reverse sensitivity effects when urban development occurs;
 - (f) give rise to reverse sensitivity effects in relation to existing rural activities or infrastructure; or
 - (g) undermine the form or nature of future urban development.

E27. Transport

E27.2. Objectives

- (1) Land use and all modes of transport are integrated in a manner that enables:
 - (a) the benefits of an integrated transport network to be realised; and
 - (b) the adverse effects of traffic generation on the transport network to be managed.
- (2) An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.
- (3) Parking and loading supports urban growth and the quality compact urban form.
- (4) The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone.
- (5) Pedestrian safety and amenity along public footpaths is prioritised.
- (6) Road/rail crossings operate safely with neighbouring land use and development.

E27.3. Policies

- (1) Require subdivision, use and development which:
 - (a) generate trips resulting in potentially more than minor adverse effects on the safe, efficient and effective operation of the transport network;
 - (b) are proposed outside of the following zones:
 - (i) the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone;

(ii) Residential – Terrace Housing and Apartment Buildings Zone;

(iii) the Centre Fringe Office Control as shown on the planning maps; or

(c) do not already require an integrated transport assessment or have been approved based on an integrated transport assessment to manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development or undertaking improvements to the local transport network.

(2) Require major proposals for discretionary consent to prepare an integrated transport assessment including provision for pedestrians, cyclists, public transport users, freight and motorists.

Parking

(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:

(a) the safe, efficient and effective operation of the transport network;

(b) the use of more sustainable transport options including public transport, cycling and walking;

(c) the functional and operational requirements of activities;

(d) the efficient use of land;

(e) the recognition of different activities having different trip characteristics; and

(f) the efficient use of on-street parking.

(4) Limit the supply of on-site parking in the Business – City Centre Zone to support the planned growth and intensification and recognise the existing and future accessibility of this location to public transport, and support walking and cycling.

(5) Limit the supply of on-site parking for office development in all locations to:

(a) minimise the growth of private vehicle trips by commuters travelling during peak periods; and

(b) support larger-scale office developments in the Business – City Centre Zone, Centre Fringe Office Control area, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Business Park Zone.

(6) Provide for flexible on-site parking in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and Business Mixed Use Zone (with the exception of specified non-urban town and local centres and the Mixed Use Zone adjacent to those specified centres) by:

(a) not limiting parking for subdivision, use and development other than for office activities, education facilities and hospitals.

(b) not requiring parking for subdivision, use and development other than for retail (excluding marine retail and motor vehicle sales) and commercial service activities.

(6A) Enable the reduction of on-site parking for retail and commercial services activities in the Business-Metropolitan Centre Zone, Business-Town Centre Zone, Business-Local Centre Zone and Business-Mixed

Use Zone where a suitable public off-site parking solution is available and providing for no or reduced on-site parking will better enable the built form outcomes anticipated in these zones.

(7) Provide for flexible on-site parking by not limiting or requiring parking for subdivision, use and development (excluding office) in the Centre Fringe Office Control area, Residential – Terrace Housing and Apartment Buildings Zone and Residential – Mixed Housing Urban Zone (studio and one bedroom dwellings).

(8) Require all other subdivision, use and development to provide a minimum level of on-site parking in recognition of the more limited alternatives to private vehicle travel unless it can be demonstrated that a lesser amount of on-site parking is needed for a particular site or proposal or the provision of on-site parking would be inconsistent with the protection of Historic Heritage or Special Character overlays.

(9) Provide for flexible approaches to parking, which use land and parking spaces more efficiently, and reduce incremental and individual parking provision.

(10) Provide for non-accessory parking where:

(a) the proposal and the type of parking will reinforce the efficient use of land or planned growth and intensification provided for in this plan for the site or locality; and

(b) there is an undersupply or projected undersupply of parking to service the area having regard to all of the following:

(i) the efficient use of land to rationalise or consolidate parking resources in centres;

(ii) the availability of alternative transport modes, particularly access to the existing and planned public transport;

(iii) the type of parking proposed;

(iv) existing parking survey information; and

(v) the type of activities in the surrounding area and their trip characteristics.

(11) Discourage the development of long-term non-accessory parking in the Business – City Centre Zone and the Centre Fringe Office Control as shown on the planning maps to:

(a) recognise and support the high level of accessibility these areas have to the public transport; and

(b) minimise the growth in private vehicle trips by commuters during peak periods.

(12) Control the development of long-term non-accessory parking in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and in the Business – Mixed Use Zone so that the parking does not undermine:

(a) the efficient use of land or growth and intensification provided for in this plan for the site or locality; and

(b) the use of public transport in these zones.

(13) Provide for park-and-ride and public transport facilities which are located and designed to support the public transport network by:

- (a) locating in proximity to public transport stations, stops and terminals;
- (b) growing public transport patronage to assist in relieving congested corridors by encouraging commuters to shift to public transport;
- (c) making public transport easier and more convenient to use, thereby attracting new users;
- (d) improving the operational efficiency of the public transport network;
- (e) extending the catchment for public transport into areas of demand where it is not cost-effective to provide traditional services or feeders;
- (f) reinforcing existing and future investments on the public transport network; and
- (g) providing free, secure and covered parking for bicycles.

(14) Support increased cycling and walking by:

- (a) requiring larger developments to provide bicycle parking;
- (b) requiring end-of-trip facilities, such as showers and changing facilities, to be included in office, educational and hospital developments with high employee or student numbers; and
- (c) providing for off-road pedestrian and bicycle facilities to complement facilities located within the road network.

Loading

(15) Require access to loading facilities to support activities and minimise disruption on the adjacent transport network.

(16) Provide for on-site or alternative loading arrangements, including on-street loading or shared loading areas, particularly in locations where it is desirable to limit access points for reasons of safety, amenity and road operation.

Design of parking and loading

(17) Require parking and loading areas to be designed and located to:

- (a) avoid or mitigate adverse effects on the amenity of the streetscape and adjacent sites;
- (b) provide safe access and egress for vehicles, pedestrians and cyclists;
- (c) avoid or mitigate potential conflicts between vehicles, pedestrians and cyclists; and
- (d) in loading areas, provide for the separation of service and other vehicles where practicable having regard to the functional and operational requirements of activities.

(18) Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise:

- (a) the effective, efficient and safe operation of roads, in particular arterial roads;
 - (b) pedestrian safety and amenity, particularly within the centre zones and Business – Mixed Use Zone; and
 - (c) safe and functional access taking into consideration the number of parking spaces served by the access, the length of the driveway and whether the access is subject to a vehicle access restriction.
- (19) Require park-and-ride, non-accessory parking and off-site parking facilities and their access points to:
- (a) be compatible with the planning and design outcomes identified in this plan for the relevant zone;
 - (b) take into account the implementation of any relevant future transport projects or changes to the transport network identified in any statutory document (including the Long Term Plan or Regional Land Transport Plan) where implementation is likely;
 - (c) be accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths;
 - (d) provide an attractive interface between any buildings, structures or atgrade parking areas and adjacent streets and public open spaces. Depending on location and scale, this may include:
 - (i) maintaining an active frontage through sleeving and/or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts;
 - (ii) appropriate screening, such as exterior panelling, for any parking building; and
 - (iii) planting and other landscaping.
 - (e) provide for any buildings to be adapted or readily dismantled for other uses if no longer required for parking. In particular, the floor-to-ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone; and
 - (f) be managed and operated so that the facility avoids adverse effects on the efficient, effective and safe operation of the transport network including:
 - (i) the safety of pedestrians and cyclists;
 - (ii) amenity for pedestrians;
 - (iii) queuing on the road and conflict at access points to the facility; and (iv) the operation of public transport services and related infrastructure.

Access

- (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.
- (21) Restrict or manage vehicle access to and from sites adjacent to intersections, adjacent motorway interchanges, and on arterial roads, so that:

(a) the location, number, and design of vehicle crossings and associated access provides for the efficient movement of people and goods on the road network; and

(b) any adverse effect on the effective, efficient and safe operation of the motorway interchange and adjacent arterial roads arising from vehicle access adjacent to a motorway interchange is avoided, remedied or mitigated.

(22) Restrict vehicle access across the Vehicle Access Restriction – General Control as shown on the planning maps within the Business – City Centre Zone to:

(a) give high priority to pedestrian movement, safety and amenity along the main pedestrian streets in the Business – City Centre Zone; and

(b) provide for continuity of building frontage and associated activities at street level.

(23) Provide for the continued use of existing vehicle access affected by the Key Retail Frontage Control as shown on the planning maps and Vehicle Access Restriction – General Control in the Business – City Centre Zone where the effects of the activity and use of the vehicle access are the same or similar in character, intensity and scale which existed on 30 September 2013.

(24) Control alterations to or rationalisation of existing vehicle access affected by the Key Retail Frontage Control and Vehicle Access Restriction – General Control in the Business – City Centre Zone where there is a change in the character, intensity or scale of the activity and use of the existing vehicle access.

(25) Discourage new vehicle access across the Key Retail Frontage Control in the Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Mixed Use Zone to:

(a) give high priority to pedestrian movement, safety and amenity; and

(b) provide for continuity of building frontage and associated activities at street level.

(26) Limit new vehicle access across the General Commercial Frontage Control as shown on the planning maps in the Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Mixed Use Zone to:

(a) support pedestrian safety and amenity; and

(b) provide for continuity of building frontage and associated activities at street level.

Sightlines to rail level crossings

(27) Limit the location of buildings and other visual obstructions within the sightline areas of road/rail level crossings.

(28) Discourage new road and pedestrian rail level crossings to ensure the safe, effective and efficient operation of the region's rail network. Access to rail level crossings

(29) Control vehicle access to sites adjacent to all road/rail level crossings to improve safety for road users on the approach to level crossings.