
AUCKLAND REGIONAL PLAN: COASTAL

PROPOSED PLAN CHANGE 3

WYNYARD QUARTER

COUNCIL OPERATIVE VERSION – OCTOBER 2011

Proposed Plan Change under Part I of Schedule 1 to the
Resource Management Act 1991



EXPLANATION [not part of change]

Public notification: 9 July 2007
Further submissions notification: 23 October 2007
Decisions released: 29 November 2008
Appeals lodged with Environment Court: 20 February 2009
Final consent order signed by Environment Court: 17 November 2010
Council adoption: 31 March 2011
Minister of Conservation approval: 14 July 2011
Operative date: October 2011

Notes on annotation of Proposed Plan Change 3

Proposed Plan Change 3 has been annotated to indicate how the council's decisions, as amended by consent orders, amends the operative version of the Auckland Regional Plan: Coastal.

Amendments are shown with underlining for new text and ~~strike through~~ for deleted text.

The addition and removal of provisions during the plan change process resulted in non-consecutive numbering of provisions. This version of the plan change has been re-numbered to have consecutive numbering.

The notified and decisions versions of the plan change, and copies of the appeals, are available at www.arc.govt.nz/coastalplan.

This explanatory note provides a brief summary of the proposed amendments to the Auckland Regional Plan: Coastal and does not form part of the change.

The Auckland Regional Plan: Coastal contains issues, objectives, policies and methods that address the management of the coastal marine area (the water space and wharves) around the Wynyard Quarter in Auckland City (also known as the Western Reclamation, Wynyard Point and Tank Farm). This proposed plan change amends the Regional Plan: Coastal to describe existing activities and provide for the changes expected in the area, as part of the proposed redevelopment of the Wynyard Quarter, which is addressed by a proposed plan change to the Auckland City District Plan (Central Area Section).

This proposed plan change amends the Auckland Regional Plan: Coastal to:

- Update the descriptions of existing and expected activities in the area of Wynyard Quarter
- Include a new policy relating to a proposed bridge between the eastern Viaduct Harbour and Wynyard Quarter
- Provide for a marine events centre on Halsey Street Extension Wharf, Western Viaduct Wharf and the adjacent water space, including an extension to the existing time limit for temporary events in the Viaduct Harbour

- Provide for appropriate use and development of North Wharf (along Jellicoe Street)
- Manage future development and use of Wynyard Wharf
- Ensure the timing of new developments, particularly on Wynyard Wharf, is integrated with the timing and management of change on the adjacent land, in particular the reduction and management of risk from hazardous industries
- Introduce new policies and criteria relating to buildings on wharves, and the provision of artworks in Port Management Areas 2A, 2B and 4A
- Manage future use and development of the water area surrounding Wynyard Quarter, including for ferries, fishing and marine industries
- Modify the noise limits for noise generated in the coastal marine area around Wynyard Quarter to clarify where the noise levels are to be measured and to permit an increased number of high noise events each year
- Amend the Plan Map Series 2 to rename the two parts of Port Management Area 2 as 2A and 2B, move the boundary between Port Management Areas 4A and 2B, and to show more accurately the extent of the wharves and the coastal marine area.

Ports: Overview and General Provisions – 25

This chapter contains objectives, policies and rules relating to Port Management Areas. Rules in this chapter apply to structures and activities in terms of Sections 12(1)(b) and 12(3) of the RMA.

Rule 11.5.1 ~~also~~ provides an additional permitted activity rule which applies to all parts of the coastal marine area. Any structures or activities not provided for within this chapter as permitted, controlled, restricted discretionary or discretionary activities, or by Rule 11.5.1, will first be considered under the rules of other relevant chapters, and if not provided for, ~~then~~ Rule 25.5.3455 shall apply.

In any case the objectives and policies of Part III: Values ~~will~~ need to be considered in the assessment of effects on the environment.

25.1 INTRODUCTION

This chapter contains issues, objectives, policies and rules that apply to Port Management Areas 1A, 1B, 1C, ~~2A~~, ~~2B~~, 4A, 4B and 4C. Chapters 25A to 31 detail specific issues, objectives, policies and methods that apply to particular Port Management Areas. In determining the controls on subdivision, use and development in any of the Port Management Areas, reference must be made to the provisions both of this chapter and of the chapter relating to the relevant Port Management Area.

Specific provisions relating to Port Management Areas 3 and 5 are contained in Chapters 29 and 31. The provisions of this chapter (25) do not apply to those areas.

25.1.1 The Port Management Areas

The Port Management Areas, as shown on Plan Map Series 2, are:

	Chapter
1A Bledisloe Terminal to Fergusson Container Terminal	26
1B Onehunga Wharf	26
1C Marsden, Captain Cook Wharves and Queens Wharf (excluding south-western edge)	27
2A South-western Edge of Queens Wharf;	28
Hobson Wharf to a boundary east of Wynyard Wharf;	28
The area south of the cement Wharf on the western side of the Western Reclamation;	28
The Viaduct Harbour Basin to North Wharf;	28
2B Marine industry area on the western edge of Wynyard Quarter (Wynyard Point and the Western Reclamation) south of and including the slipways on Hamer Street	28
3 Princes Wharf	29
4A Remaining edge of Wynyard Point including Wynyard Wharf and Cement Wharves;	30
4B Gabador Place – Tamaki River;	30
4C LPG Terminal – Papakura Channel;	30
5 Devonport Wharf	31

These Port Management Areas contain Auckland's major commercial ports and wharves and are ~~either~~ located in either the Waitemata or Manukau Harbours. They are key facilities in the Auckland Region, providing transport links and supporting industrial and commercial activities. They play an important role in the regional and national economy, generating employment and income.

Port activities within these areas include the movement and berthing of container ships, bulk cargo and cruise ships and other vessels, the loading and unloading of cargo and passengers, and the handling, storage, and dispatch of cargo. Other ancillary and supporting activities regularly occur within these areas. These are essential to provide for the continued safe operation and development of the ports.

There has been progressive change in the nature of some port management areas in the Waitemata Harbour. Port Management Areas to the east of Princes Wharf continue to be used for commercial port activities and maritime transport, while areas to the west are progressively changing towards a mix of commercial, public space, recreation and marine events, as well as port activities. There is a need to ensure the ongoing viability and efficiency of port activities such as ferry services, fishing and marine industry operations and bulk liquid operations (while they remain) in these areas, while also providing for new activities.

The continuing redevelopment of this area will build on its history of marine activities and will retain a "working waterfront". It will also become a destination that supports commercially successful and innovative businesses and be a place for all people, an area rich in character and activities that link people to the city and sea. To ensure a "world class" development that reflects its location and contributes to the well being of the region, management of this area needs to include comprehensive design controls and strong integration with development of the adjacent land.

It is recognised that the environment within the Port Management Areas has been altered by their historic use and development for port activities. In order to minimise adverse effects on other parts of the coastal environment, it is considered appropriate to allow for a higher level of subdivision, use and development within the Port Management Areas. However, there may be adverse environmental effects from this subdivision, use and development, and these need to be addressed. It is in the interests of the economy and the environment to ensure that these port facilities are appropriately developed and efficiently used.

25.1.2 Other Port Facilities

~~Specific provision is made in Chapter 25A of this plan for Birkenhead, Northcote, Victoria and Orakei Wharves and the Half Moon Bay Vehicular Landing. There is are a number of wharves in the region outside the Port Management Areas which are important for cargo and transport functions, but have lower levels of use and development than those in the Port Management Areas, listed in 25.1.4 above. Wharves such as those at Matiatia and Port Fitzroy provide important transport links and facilities for some of the Hauraki Gulf Islands. On the mainland, key wharves or landing facilities include those servicing population centres such as Devonport, Birkenhead, and Northcote, and Half Moon Bay, or supporting industry such as at Leigh, and the Chelsea Wharf, and Subritzky's at Half Moon Bay.~~

Specific provision is made in Chapter 25A of this Plan for Birkenhead, Northcote, Victoria and Orakei Wharves and the Half Moon Bay Vehicular Landing. Other than for in those areas wharves provided for in Chapter 25A, specific provision is not made in this Plan for other existing wharves. However, port activities, or any structures or other subdivision, use and development of or on these such wharves, and the opportunity for new wharves are provided for in Chapters 10: General, 11: Activities, and 12: Structures. Under these chapters, any proposal to develop new wharves or significantly alter the use of any of these existing wharves is likely to require a resource consent.

25.1.3 Ports of Auckland Occupation Consent

Occupation of part of the coastal marine area in terms of Sections 12(2) and ~~12(4)~~ of the RMA generally requires a resource consent application. However, a different regime applies in parts of the coastal marine area around working port areas. Under Section 384A of the RMA, Ports of Auckland Ltd ~~has~~ ~~have~~ been granted occupation rights until 30 September 2026 to those parts of the coastal marine area shown on Plan Map Series 2. This is for the purpose of operating port related commercial undertakings that it acquired under the Port Companies Act 1988. Where an activity is to be undertaken in that area of the coastal marine area where Ports of Auckland Limited has been granted any occupation consent, the activity applicant will be subject to Rule 10.5 and a resource consent will be required for occupation unless the activity is to be undertaken with the approval of Ports of Auckland Ltd or of any party to whom POAL has transferred the water space management under the section 384A permit. In areas where Ports of Auckland Limited has not been granted an occupation consent, activities are also subject to the rules in Chapter 10.

25.1.4 Additional Waitemata Harbour Crossing

An additional Waitemata Harbour Crossing is an important future transport infrastructure project for the Auckland Region. Several options have been explored over a number of years, including both bridge and tunnel options.

A study undertaken in 2008 by Transit NZ (now NZ Transport Agency), Auckland City Council, North Shore City Council, Auckland Regional Transport Authority, and Auckland Regional Council recommended a route which passes through the Wynyard Quarter / Westhaven area. Figure 25.1 shows the indicative location of this route.

25.2 ISSUES

- 25.2.1 The continued efficient operation and development of the Port Management Areas for port activities is of strategic and economic importance to both the ~~R~~region and the nation.
- 25.2.2 While it is recognised that the environment of the Port Management Areas is already highly modified, activities associated with the use of these areas have the potential to adversely affect the environment, particularly coastal processes.
- 25.2.3 There is a need for integrated management between Port Management Areas and the adjacent land.
- 25.2.4 The use of some Port Management Areas is changing from traditional port uses toward more varied commercial use, as well as providing for public use and enjoyment. The transition in uses in some Port Management Areas is linked to corresponding changes to adjacent land uses. This transition needs to be managed to ensure coordination between changes on the land and in the coastal marine area, and to avoid conflicts between different activities in the coastal marine area and between land uses and water based activities. The introduction of new activities, the desire to open the waters edge up to the public and the operational requirement of port activities that have a functional need to be located in the coastal marine area and have access to land-based services and facilities, all combine to place pressure on Port Management Areas. In that context, the concern is how to provide for new activities without causing the displacement of existing port activities.

Figure 25.1 Indicative location of the additional Waitemata Harbour Crossing Route



25.3 OBJECTIVES

- 25.3.1 To facilitate the efficient subdivision, use and development of the Port Management Areas for port activities.
- 25.3.2 To avoid, remedy, or mitigate adverse environmental effects arising from subdivision, use and development within the Port Management Areas.
- 25.3.3 To ~~facilitate, where appropriate, provide for the use and development of Port Management Areas for appropriate non-port related activities, including public access, entertainment, commercial uses and other marine related purposes, where these uses do not have significant adverse effects on the efficient operation of, and do not compromise the retention within the Port Management Areas of, port activities.~~

25.4 POLICIES

- 25.4.1 A wide range of appropriate berthage facilities should be provided for in the Port Management Areas to accommodate vessels of different types and sizes and with different berthage requirements.
- ~~25.4.2 Appropriate, convenient and adequate berthage facilities should be provided primarily for use by the fishing industry in suitable locations within appropriate Port Management Areas, in recognition of the functional need of that activity to have access to working berthage.~~

(NB: The Council's expectation is that such berthage will be allocated alongside North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf.)

- ~~25.4.23~~ The development of new port facilities for port activities within Port Management Areas shall be considered more appropriate than development outside of these areas.
- ~~25.4.34~~ Any application to reclaim land in any Port Management Area shall demonstrate that:
- a there are no practicable alternatives to the proposed reclamation, including the use of existing facilities and existing land-based areas in the region; and
 - b it is the most appropriate form of development; and
 - c adverse environmental effects will be avoided, remedied or mitigated.
- ~~25.4.45~~ Notwithstanding Policy ~~25.4.34~~, reclamation shall be recognised as an option for port development to meet necessary future cargo handling, passenger and other needs within the Port Management Areas, or to facilitate the restoration and enhancement of existing seawall edge conditions. Reclamation for the purpose of seawall restoration should be limited to the minimum area necessary to restore the existing seawall. Where practicable the fill for any such reclamation should be dredged material from the Port Management Areas.

NB: Any reclamation within the Port Management Areas is also subject to the relevant provisions of Chapter 13: Reclamation and Drainage.

- ~~25.4.56~~ Buildings and other significant structures in Port Management Areas shall be designed and located as far as practicable, in accordance with the urban design criteria in Appendix J, and so as to avoid, remedy or mitigate significant adverse effects on views from and to the adjoining land and water.
- ~~25.4.67~~ When assessing the visual effect of buildings and other significant structures in Port Management Areas, regard shall be had to:
- a maintaining or enhancing the visual environment of the ~~p~~Port Management Area; and

- b maintaining or enhancing the landscape and amenity links between the harbour, the port and adjacent ~~commercial~~ areas, including the Central Business District.
- 25.4.78 The redevelopment of existing navigation channels, wharves, piers and berths, and the development of new facilities within the Port Management Areas should be designed and located so that the need for both capital works and maintenance dredging is, as far as practicable, avoided, provided that this does not result in additional adverse environmental effects.
- 25.4.89 In order to avoid the direct discharge of contaminants or deposition of solid matter into the coastal marine area, appropriate provision shall be made by the owner, user or developer of port facilities and structures for adequate and convenient facilities in sufficient quantity to meet the needs of all vessels which berth or anchor within the Port Management Areas, for the collection and appropriate disposal of:
 - a sewage, bilge water, and litter from vessels; and
 - b residues from vessel servicing, maintenance and repair; and
 - c spills from refuelling operations and refuelling equipment; and
 - d spills, residues, and debris from cargo operations.
- 25.4.910 Wharves and associated infrastructure within the Port Management Areas should be maintained in good and safe working condition.
- 25.4.1011 Significant adverse environmental effects from subdivision, use and development within the Port Management Areas, particularly on coastal processes and water quality, shall be avoided, remedied, or mitigated.
- 25.4.1112 Port development, including reclamation and the erection, maintenance, repair, demolition, or removal of structures, shall be avoided where it will modify, damage, or destroy any item identified for preservation in Cultural Heritage Schedule 1.
- 25.4.1213 Port development, including reclamation and the erection, maintenance, repair, demolition, or removal of structures, shall be considered inappropriate where it will adversely affect any item identified for protection in Cultural Heritage Schedule 2 (excluding Site 92, the Rainbow Warrior Shipwreck site), unless the adverse effects can be avoided, remedied, or mitigated.
- 25.4.1314 Any ~~future~~ use or development in the Port Management Areas, other than for port activities, may be considered appropriate where:
 - a the area proposed to be used or developed is no longer entirely needed, and is not likely to be needed in the foreseeable future, for port activities; and
 - b the use or development:
 - i other than in Port Management Areas 2A, 2B or 4A, has a functional need to locate in the coastal marine area; or
 - ii is ancillary to a structure or activity which has a functional need to locate in the coastal marine area; and
 - c in the case of Hobson Wharf, the use or development is ancillary to the Maritime Museum; and
 - d the use or development will not adversely affect the primary function of any established structure, or the use of the area for port activities; and
 - e the use or development will, where appropriate, significantly enhance amenity values and public use and enjoyment of the coastal marine area; and

- f the use or development will, where appropriate, retain and reflect character features, structures and elements that demonstrate the heritage and history of the working waterfront; and
- f-g the use or development will not result in either increased pressure for the expansion of the existing port outside the Port Management Areas, or the establishment of a completely new port outside of those areas; and
- g-h the use or development cannot be accommodated within or on any existing structures in the coastal marine area; and
- h-i any landward development associated with the use or development can be accommodated; and
- i-j adverse effects on the environment can be avoided, remedied, or mitigated.

25.4.15 The amenity of the waterfront area may be enhanced by encouraging artworks, sculptures and other similar structures in Port Management Areas 2A, 2B and 4A where it is demonstrated that:

- a any moving parts will not generate noise that will cause significant adverse effects on the amenity values of surrounding land or water uses; and
- b colours, lighting or highly reflective surfaces will not cause significant adverse effects on the amenity values of surrounding land or water uses; and
- c there will be no more than minor adverse effects on navigation and safety in the coastal marine area; and
- d the artwork, sculpture or other similar structure is of an appropriate height, scale, bulk and location to not cause significant adverse effects on the amenity of the harbour edge setting, or on views from public areas across the Viaduct Harbour and out to the wider Waitemata Harbour, or from Wynyard Point toward Viaduct Harbour; and
- e the structure will have no more than minor adverse effects on the use of the area for either public access or the operation of port activities.

25.5 RULES

The written consent of Ports of Auckland Limited (or of any party to whom it has delegated such approval) is required for the occupation of the coastal marine area by any of the following structures activities where they are located within the area of the occupation consent granted to Ports of Auckland Limited pursuant to Section 384A of the Act (shown on Plan Map Series 2).

Permitted Activities

25.5.1 Port activities.

(NB: The Council's expectation with regard to the purposes for which the berthage alongside North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf will be allocated is expressed in objective 28.3.16 and policies 28.4.22 and 28.4.23.)

25.5.2 The erection or placement of sStructures and services ancillary to existing structures, buildings and port activities.

(NB: This includes for example fenders, pontoons, handrails, pipelines, lights, power, telecommunication and sewer lines).

25.5.3 Navigation buoys and beacons.

- 25.5.4 Floating oil booms and oil barriers.
- 25.5.5 The maintenance, repair and reconstruction of any lawful structure or building in a Port Management Area, including demolition of internal walls, partitions and fixtures.
- 25.5.6 The demolition or removal of any structure or building provided that it is not identified for preservation or protection in Cultural Heritage Schedule 1 or 2, or protected under the Historic Places Act 1993.
- 25.5.7 The erection or placement of any building for port activities, other than in Port Management Areas 2A, 2B and 4A, and those areas identified on Plan Map Series 2, Sheet 4A as View Protection Areas.
- ~~25.5.9.8~~ The Maritime Museum and associated activities on Hobson ~~w~~Wharf, and in the water space to the north and east of that wharf.
- ~~25.5.9~~ On Wynyard Wharf only after the date on which all hazardous industry located on the land north of Jellicoe Street discontinue operations and the wharf is no longer functioning as a dangerous goods wharf, public recreation activities and the erection and use of small-scale facilities that are ancillary to the use of open space, such as seating, information boards, rubbish bins, cycle stands, drinking fountains, and public toilets within existing buildings.
- ~~25.5.10~~ On the Halsey Street Extension Wharf the use of lawfully established buildings for marine and non-marine events, and ancillary activities including restaurant, café, food hall and retail premises, office activities, information centres, public recreation activities and facilities.
- ~~25.5.8~~ 11 Any temporary structure or building, other than those associated with temporary events under Rules 25.5.12 and 25.5.13.
- ~~25.5.10~~ 12 ~~Public performances~~ Temporary events (other than events permitted under Rule 25.5.10), including associated structures and buildings, within the Viaduct Harbour as defined in Plan Map Series 2, Sheet 7A or on North Wharf.
- ~~25.5.11~~ ~~Sale of goods from stalls and hospitality activities associated with a public performance or maritime event within the Viaduct Harbour.~~
- ~~25.5.13~~ Temporary events, including associated structures and buildings, on Wynyard Wharf only after the date on which all hazardous industry located on the land north of Jellicoe Street discontinue operations and the wharf is no longer functioning as a dangerous goods wharf.
- ~~25.5.12~~ 14 The activities in Rules 25.5.1-25.5.911 are permitted subject to the following further conditions:
- a lighting sources shall be sited, directed, and screened so as to minimise, as far as practicable, annoyance or nuisance to adjacent properties or the bird life of any adjacent Coastal Protection Areas 1 or 2; and
 - b compliance with the rules for permitted activities in Chapter 35: Noise; and
 - c any signs shall comply with the provisions of Chapter 34: Signs; and
 - d the maximum height of any permanent buildings permitted by Rule 25.5.7 or any temporary building or any structure shall be no greater than the heights indicated below (no account shall be taken of chimneys, aerials, lift towers, lighting poles, vessel masts, cranes, derricks, and cargo stacking and lifting devices):
 - ~~i~~ Port Management Areas 1A, 1B, 2 and 4A: 18 metres above mean sea level except in the Viaduct Harbour as identified on Plan Map Series 2 Sheet 7A (excluding the Halsey Street Extension Wharf, the new Western Viaduct Wharf,

- ~~the Harbour Entrance Wharf and the western side of Hobson Wharf) where the height limit is 8 metres above mean sea level;~~
- ii Port Management Areas 1A, 1B and 1C: 18 metres above mean sea level, except in the areas identified on Plan Map Series 2, Sheet 4A View Protection Areas; and
 - ii Port Management Areas 2A and 2B except in the Viaduct Harbour as identified on Plan Map Series 2, Sheet 7A: 18 metres above mean sea level; and
 - iii Port Management Area 2A within the Viaduct Harbour as identified on Plan Map Series 2, Sheet 7A: 15 metres above existing wharf deck level on the Halsey Street Extension Wharf, the Western Viaduct Wharf, the Harbour Entrance Wharf and the western side of Hobson Wharf; and 8 metres above mean sea level for all other areas; and
 - iv Port Management Area 4A: 9 metres above existing wharf deck level on Wynyard Wharf and 15 metres above mean sea level in other areas; and
 - viii Port Management Area 4B: 8 metres above mean sea level; and
 - ixvi Port Management Area 4C: 10 metres above mean sea level; and
- e any material deposited in the coastal marine area shall be removed as soon as practicable; and
 - f any activity involving the storage or handling of hazardous substances shall ensure that:
 - i the substances are stored and handled in a manner such that any leak or spill is detectable and discharges to the coastal marine area are avoided; and
 - ii adequate provision is made for the collection of hazardous substances in sumps or bunded areas, in the design of all new buildings, structures or areas used for the storage or handling of hazardous substances, so as to provide protection in the event of leakage or spillage. Such protection facilities shall be designed, constructed and maintained to have adequate capacity, enable detection of leakage or spillage and prevent discharge to stormwater systems or to the coastal marine area; and
 - iii wharf lines shall be designed, constructed, operated and maintained so as to minimise the risk of discharge of hazardous substances to the coastal marine area. Regular inspection, testing and maintenance, shall be undertaken to ensure the wharf lines are free of defects which may cause leakage or spillage, as required ~~by under the Dangerous Goods Act~~ Hazardous Substances and New Organisms Act; and
 - g parking on wharves shall be only for vehicles directly associated with port activities and ancillary services, or associated with the use of existing lawful activities or buildings on wharves. In addition to the limits in g.iii and iv, parking spaces may also be provided on the wharves for short-term servicing, loading and unloading requirements. Wharves shall not be used for general public car parking; and
 - i wharves in Port Management Areas 2A, 2B and 4A shall not be used for staff/commuter parking except where the parking has a functional relationship to the operation of a port activity or it is within the limits in g.iii or iv; and
 - ii on wharves in Port Management Areas 2A, 2B and 4A parking spaces may also be provided for short-term servicing, loading and unloading and for maritime passenger transport customer ticketing requirements; and

- iii on Wynyard Wharf staff/commuter parking for port activities and ancillary services operating from buildings on the wharf shall be limited to a maximum of 1 space per 105 m² of gross floor area of the building; and
- iv the number of car parking spaces on Halsey Street Extension Wharf and Western Viaduct Wharf shall not exceed 50; and

(NB: In assessing matters under 25.5.14.g, the ARC will take into consideration the standards for formation of parking and loading areas in the Auckland City District Plan (Central Area Section)).

- h any temporary structure or building permitted under rule 25.5.11 shall be in place for no longer than 14 days within any 6 month period; and
- h-i within Port Management Area 2A a minimum 10 metre wide public accessway shall be provided around the western, northern and eastern sides of the Halsey Street Extension Wharf and the southern side of the Western Viaduct Wharf. Within Port Management Area 4A a minimum 8 metre wide public accessway shall be provided along the eastern and northern sides of Wynyard Wharf. The accessways shall be available to the public at no charge at all times except when access may need to be temporarily restricted from time to time for security, safety or operational needs associated with port activities or temporary events; and
- i j the maximum area that office activities ancillary to port activities can occupy at wharf (ground floor) level on Wynyard Wharf is 50% of any individual building. There is no limitation on other levels.

25.5.1315 The temporary events, and associated structures and buildings, activities in Rules 25.5.1240 – 25.5.1344 are permitted subject to the following further conditions:

- a the associated structures and buildings shall not occupy any venue for more than 20 days, inclusive of the time required for the establishment and removal of all structures and activities associated with the activity; or

(NB: For the purposes of this rule, the following are all separate venues: Harbour Entrance Wharf, Halsey Street Extension Wharf, Western Viaduct Wharf, North Wharf, Wynyard Wharf, the water area of the Viaduct Harbour as identified on Plan Map Series 2, Sheet 7A.)

- b where the activities are on the Halsey Street Extension Wharf or the Western Viaduct Wharf and are for the purpose of a major marine event related to an internationally recognised boat race or race series, the associated structures and buildings shall not occupy any venue for more than 60 days within any 12 month period, inclusive of the time required for the establishment and removal of all structures and activities associated with the activity; and
- c when it is necessary to place vehicles, tents, marquees, seating, canopies and other structures within the 10 metre wide public accessway around the western, northern and eastern sides of the Halsey Street Extension Wharf, the southern side of the Western Viaduct Wharf, or the 8 metre wide accessway along Wynyard Wharf, alternative public accessways shall be provided and be free of charge and clearly marked; and
- d no part of any venue that has been occupied by a building, tent, marquee or air supported canopy may be reoccupied by the same structure within a period of 5 days after the structure's removal; and
- e any building or structure shall comply with the height limits in 25.5.14.d; and

- af ~~Lighting~~ sources shall be sited, directed and screened so as to avoid any hazard to navigation or safety and shall produce an illuminance up to, but not exceeding, 150 lux above the existing levels, measured at any point at the exterior of any building adjacent to the coastal marine area; and
- bg ~~The ARC and the Harbour Master's Office shall be~~ is advised in writing of the activity at least 4 weeks prior to the proposed commencement date of the activity; and
- c ~~The proponent of the activity obtains written approval from the Harbour Master for the activity;~~
- eh ~~Compliance with the noise controls of Rule 35.5.3.b or 35.5.3.c;~~ and
- i vehicle parking associated with a temporary event shall not exceed the limit in Rule 25.5.14.g.iv for Halsey Street Extension Wharf and Western Viaduct Wharf. On Wynyard Wharf and North Wharf, vehicle parking associated with a temporary event shall be for loading and unloading, and not for the whole duration of an event unless it is part of an event exhibit; and
- j ~~e The sale of goods from stalls and hospitality activities within the Viaduct Harbour associated with a public performance or maritime event do not occur for more than 5 days inclusive of set-up and removal periods and shall only occur only between the hours of 7.00am and 11.00pm Sunday to Thursday inclusive, midnight on Fridays and Saturdays and 1.00 am on New Year's Day.~~

NB: Temporary events may also require the approval of the Harbour Master under the Auckland Regional Council Navigation Safety Bylaw.

25.5.4416 The erection or placement of any building outside the protected viewshafts but within the View Protection Area identified on Plan Map Series 2, Sheet 4A subject to the following conditions:

- a the building is set back no less than 3 metres from the Quay Street boundary of the View Protection Area; and
- b the building is no more than 1.5 metres in height above deck level; and
- c the dimensions of the building are no more than 5 metres in length and 5 metres in width; and
- d the cumulative building coverage is no more than 25% of the length of the View Protection Area.

Controlled Activities

25.5.4517 The erection or placement of any new structure, building or slipway, required for port activities, in Port Management Areas 1A, 1B, 1C, 4A and 4B, which is not provided for as a permitted activity, subject to the standards and terms specified in Rule 25.5.4719.

25.5.4618 The alteration, extension or reconstruction of any existing lawful structure, building or slipway, required for port activities, in Port Management Areas 1A, 1B, 1C, 4A and 4B, which is not provided for as a permitted activity, subject to the standards and terms specified in Rule 25.5.4719.

25.5.4719 Rules 25.5.4517 and 25.5.4618 are subject to the following standards and terms:

- a the conditions for permitted activities in 25.5.4214 shall be complied with; and
- b the proposed work shall not modify, damage, or destroy any site, building, place or area identified in Cultural Heritage Schedule 1 or 2 or protected under the Historic Places Act 1993; and

- c any new building, or extension or alteration to an existing building shall not take place within the area identified on Plan Map Series 2, Sheet 4A as View Protection Areas; and
- d oil and grit traps shall be designed, installed, and maintained in the stormwater drainage systems of car parking areas, and in any vehicle and plant wash down areas.

~~25.5.18~~20 The ARC will have control over the following matters in Rules ~~25.5.17~~17 and ~~25.5.18~~18:

- a the adverse effects associated with methods of construction especially on coastal processes; and
- b any provision to be made for public access; and
- ~~c~~ navigation and safety; and
- ~~e~~ the duration of the consent; and
- ~~e~~ monitoring of the consent.

~~An application for a resource consent for any controlled activity will be considered without notification or the need to obtain the written approval of affected persons in accordance with section 94(1)(b) of RMA unless, in the opinion of the ARC, there are special circumstances justifying notification.~~

~~25.5.19~~21 The erection or placement of any building outside the protected viewshafts but within the View Protection Area identified on Plan Map Series 2, Sheet 4A, subject to the following standards and terms:

- a the building is set back no less than 3 metres from the Quay Street boundary of the View Protection Area; and
- b the building is no more than 5 metres in height above deck level; and
- c the dimensions of the building are no more than 10 metres in length and 5 metres in width; and
- d the cumulative building coverage is no more than 25% of the length of the View Protection Area.

~~25.5.19.1~~22The ARC will have control over the following matters in Rule ~~25.5.19~~19:

- a the location and orientation of the building within the View Protection Area, having regard to the extent to which it will:
 - i maintain views of the coastal marine area, geographical features and port activities from Quay Street; and
 - ii provide for the operation and development of port activities.

~~25.5.20~~23 Any port activity or change to an existing port activity in Port Management Areas 2A, 2B or 4A, which is not provided for as a non-complying activity in Rule 25.5.52, and which either:

- a provides 10 or more car parking spaces on-site; or
- b will result in an average daily traffic generation of 100 movements or more.

~~25.5.21~~24 The ARC will restrict the exercise of its discretion under Rule 25.5.23 to the following matters:

- a the conditions for permitted activities in Rule 25.5.14 and 25.5.15; and

- b any adverse effect of the activity on public access, amenity values, traffic congestion and pedestrian safety; and
- c the provision of a detailed Site Travel Management Plan containing the following information as a minimum:
 - i the physical infrastructure to be established or currently established on-site to support the use of alternative forms of transport (such as adequate covered facilities for cyclists, showering, locker and changing facilities, carpool parking areas, travel reduction information boards in foyer areas (such as the display and availability of timetables and route maps), internet service to enhance awareness of alternative transportation services); and
 - ii the physical linkages to be provided on the site to link with surrounding pedestrian and cycle networks and existing public transport resources; and
 - iii operational measures to be established or currently implemented on-site to encourage reduced vehicle trips to Wynyard Quarter (including car sharing schemes, public transport use incentives, flexitime, staggered working hours); and
 - iv operational measures to be established to restrict the use of any short term parking area(s) during peak periods; and
 - v details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and
 - vi the methods by which the effectiveness of the proposed measures outlined in the Site Travel Management Plan can be independently measured/monitored and reviewed, including a commitment to undertake travel surveys at the time of building occupation or as otherwise required to provide on-going information regarding travel behaviour; and
 - vii the methods by which the travel management measures complement the Quarter wide travel management measures outlined in Part B of the Wynyard Quarter Transport Plan and utilise the travel demand management measures outlined in Part C of the Wynyard Quarter Transport Plan (or other appropriate initiatives); and
- d limiting any short term visitor parking areas (including for maritime passenger transport customer ticketing) to the minimum necessary; and
- e adverse effects on operators of port activities, such as the fishing industry, which require ongoing access to the coast and/or water areas and how the combined activities are to be managed.

Applications for controlled activities shall be considered without public notification or limited notification of the application to any affected person in accordance with Sections 95A(3)(a) and 95B(2) of the RMA, unless in the opinion of the ARC there are special circumstances justifying public notification in accordance with Section 95A(4) of the RMA.

Restricted Discretionary Activities

25.5.2025 Any activity which would be a permitted activity but which fails to comply with one or more of the conditions for permitted activities in Rule 25.5.4214 or 25.5.4315 or would be a controlled activity but fails to comply with one or more of the standards and terms for controlled activities in Rule 25.5.4719, and is not provided for as a non-complying activity.

- 25.5.2426 The erection or placement of any new structure, building or slipway, required for port activities, which would be a permitted activity but which fails to comply with one or more of the conditions ~~for permitted activities~~ in Rule 25.5.4214 or would be a controlled activity but fails to comply with one or more of the standards and terms ~~for controlled activities~~ in Rule 25.5.4719.
- 25.5.2227 The alteration, extension or reconstruction of any existing lawful structure, required for port activities, which would be a permitted activity but which fails to comply with one or more of the conditions ~~for permitted activities~~ in Rule 25.5.4214 or would be a controlled activity but fails to comply with one or more of the standards and terms ~~for controlled activities~~ in Rule 25.5.4719.
- 25.5.2328 The ARC will restrict the exercise of its discretion under Rules 25.5.2025-25.5.2227 to the following matters:
- a ~~matters of~~ the conditions for permitted activities ~~and or~~ the standards and terms for controlled activities with which the proposed work fails to comply; and
 - b the efficient use and development of natural and physical resources in the coastal marine area; and
 - c where height is a condition not complied with, the effect of any building or structure on views to and from the coastal marine area.
 - d adverse effects associated with the methods of construction on water quality and coastal processes; and
 - e navigation and safety; and
 - ef the duration of the consent; and
 - eg monitoring of the consent.
- 25.5.2429 The erection or placement of any building within the protected viewshafts in the View Protection Area identified on Plan Map Series 2, Sheet 4A.
- 25.5.2530 The erection or placement of any building outside the protected viewshafts but within the View Protection Area identified on Plan Map Series 2, Sheet 4A, that does not meet the conditions of the permitted activity rule or the standards and terms of the controlled activity rule.
- 25.5.2631 The ARC will restrict the exercise of its discretion under Rules 25.5.2429 and 25.5.2530 to the following matters:
- a the extent to which views of the coastal marine area, geographical features and port activities from Quay Street are maintained; and
 - b the extent to which the building provides for the operation and development of port activities; and
 - c the visual appearance of the building and the extent to which it achieves the urban design criteria in Appendix J; and
 - d the duration of the consent; and
 - e the monitoring of the consent.
- 25.5.32 The erection or placement of any new structure or building, and the alteration, extension or reconstruction of any existing lawful structure or building, on the Halsey Street Extension Wharf that:

- a complies with the conditions for permitted activities in Rule 25.5.14; and
- b is located within the building platform area shown on Plan Map Series 2, Sheet 7A; and
- c no more than 60% of the building platform area shown on Plan Map Series 2, Sheet 7A, is covered by structures or buildings.

25.5.33 The ARC will restrict the exercise of its discretion under Rule 25.5.32 to the following matters:

- a the conditions for permitted activities in Rule 25.5.14; and
- b the extent to which the structure or building provides for or affects the operation of marine and non-marine events on Halsey Street Extension Wharf, Western Viaduct Wharf, and in the water area surrounding these wharves; and
- c the extent to which the structure or building enables or affects the operation or development of port activities, (including the fishing industry); and
- d the location, design and visual appearance of the structure or building and the extent to which it achieves the urban design criteria in Appendix J; and
- e the effects on public accessways on Halsey Street Extension Wharf and Western Viaduct Wharf identified on Plan Map Series 2, Sheet 7A; and
- f the location and extent of public space and its usability and amenity value; and
- g the extent to which the structure or building location and design enhances or inhibits views between the Viaduct Harbour and Wynyard Point and the Harbour Bridge; and
- h the provision of vehicle parking and loading bays on wharves and the management of traffic flows; and
- i the extent to which any new development is subject to an appropriate emergency response plan; and
- j the duration of the consent; and
- k the monitoring of the consent.

(NB: In assessing matters under 25.5.33.h, the ARC will take into consideration the standards for formation of parking and loading areas in the Auckland City District Plan (Central Area Section).)

25.5.34 Temporary events, including associated structures and buildings, within the water area of Port Management Areas 4A and 2A between Wynyard Wharf and Halsey Street Extension Wharf.

25.5.35 The ARC will restrict the exercise of its discretion under Rule 25.5.34 to the following matters:

- a conditions for permitted activities in Rule 25.5.15; and
- b navigation and safety; and
- c effects on the operation of commercial vessels operating in this area; and

- d the effect of any building or structure on views to and from the coastal marine area; and
- e the extent to which the activity is subject to an appropriate level of risk, relating to the presence of hazardous industry on the adjacent land, and the dangerous goods activities on the wharf and the extent to which such risk can be avoided or mitigated based on the matters listed in Rule 25.5.39.b; and
- f the duration of the consent; and
- g monitoring of the consent.

25.5.36 Any non-port activity or change to an existing non-port activity (including temporary events) in Port Management Areas 2A, 2B or 4A, which is not provided for as a non-complying activity in Rule 25.5.52, and which either:

- a provides 10 or more car parking spaces on-site; or
- b will result in an average daily traffic generation of 100 movements or more; or
- c is a temporary event that fails to comply with the car parking condition in rule 25.5.15.i.

25.5.37 The ARC will restrict the exercise of its discretion under Rule 25.5.36 to the following matters:

- a the conditions for permitted activities in Rule 25.5.14 and 25.5.15; and
- b the extent to which the activity will adversely affect public access, amenity values, traffic congestion and pedestrian safety; and
- c for 25.5.36.a and b, the provision of a detailed Site Travel Management Plan containing the following information as a minimum:
 - i the physical infrastructure to be established or currently established on-site to support use of alternative forms of transport such as adequate covered facilities for cyclists, showering, locker and changing facilities, carpool parking areas, travel reduction information boards, internet service to enhance awareness of alternative transportation services; and
 - ii the physical linkages to be provided on the site to link to surrounding pedestrian and cycle networks and existing public transport resources; and
 - iii operational measures to be established or currently implemented on-site to encourage reduced vehicle trips to Wynyard Quarter including car sharing schemes, public transport use incentives, flexitime, staggered working hours; and
 - iv details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and
 - v methods by which the effectiveness of the proposed measures outlined in the travel plan can be measured/monitored and reviewed, including a commitment to undertake travel surveys at the time of building occupation or as otherwise required to provide on-going information regarding travel behaviour; and
- d for 25.5.36.c, the provision of a detailed Event Traffic Management Plan containing the following information as a minimum:

f the monitoring of the consent.

Applications for restricted discretionary activities other than applications under Rules 25.5.34 and 25.5.38, shall be considered without public notification or limited notification of the application to any affected person in accordance with sections 95A(3)(a) and 95B(2) of the RMA, unless in the opinion of the ARC there are special circumstances justifying public notification in accordance with section 95A(4) of the RMA

~~An application for a resource consent for any restricted discretionary activity will be considered without notification or the need to obtain the written approval of affected persons in accordance with section 94(1A) of RMA unless, in the opinion of the ARC, there are special circumstances justifying notification.~~

For applications under Rules 25.5.34 and 25.5.38 where risk is a matter for the exercise of discretion under Rule 25.5.39.b, notice of an application must be served on any hazardous industry owner or operator on adjacent land who has not provided written approval.

Discretionary Activities

- 25.5.2740 The erection or placement of any new structure, building or slipway in Port Management Areas 2A, 2B, 4A and 4C, which is not provided for as a permitted, controlled, ~~or~~ restricted discretionary or non-complying activity.
- 25.5.2841 The alteration, extension or reconstruction of any existing lawful structure in Port Management Areas 2A, 2B, 4A and 4C, which is not provided for as a permitted, controlled, ~~or~~ restricted discretionary or non-complying activity.
- 25.5.2942 Any non-port related activity or development which is ancillary to an existing structure or activity and has a functional need to be located in the coastal marine area, and which is not provided for as a permitted, controlled, ~~or~~ restricted discretionary or non-complying activity.
- 25.5.3043 Any non-port related activity or development in Port Management Areas 2A, 2B or 4A which is not provided for as a permitted, controlled, ~~or~~ restricted discretionary or non-complying activity.
- 25.5.3144 Reclamation that is required for port activities.
- 25.5.3245 ~~The erection or placement of any~~ Any new building that is proposed to be located in the area identified on Plan Map Series 2, Sheet 4A as View Protection Areas.
- 25.5.3346 Any activity or work which would modify, damage, or destroy any site, building, place or area identified in Cultural Heritage Schedule 2, unless that activity or work is prohibited by other provisions in this Plan.
- 25.5.47 The erection or placement of a bridge across the Viaduct Harbour, linking the Eastern Viaduct to Jellicoe Street. Any resource consent application for erection or placement of a bridge shall have particular regard to Policies 28.4.10 and 28.4.11.
- 25.5.48 The erection or placement of any new structure or building on Wynyard Wharf, required for port activities and ancillary activities, and the alteration or extension of any existing lawful structure or building on Wynyard Wharf, required for port activities, which is not provided for as a permitted activity.
- 25.5.49 Non-port related activities on Wynyard Wharf, which are not provided for as a permitted, controlled, restricted discretionary or non-complying activity both prior to and after the date on which all hazardous industry located on the land north of Jellicoe Street discontinue operations and the wharf is no longer operating as a dangerous goods wharf.

Non-Complying Activities

- 25.5.50 The erection or placement of any buildings on the Western Viaduct Wharf or North Wharf other than temporary buildings permitted by Rules 25.5.11 or 25.5.12.
- 25.5.51 Residential activities on wharves in Port Management Areas 2A, 2B or 4A.
- 25.5.52 Any activity that fails to comply with the car parking condition in Rule 25.5.14.g.
- 25.5.53 The erection or placement of any new structure or building on Wynyard Wharf, other than for port activities, and the alteration or extension of any existing lawful structure or building on Wynyard Wharf, other than for port activities, which is not provided for as a permitted activity.
- 25.5.54 Temporary events in Port Management Area 4A while Wynyard Wharf is operating as a dangerous goods wharf, other than as provided for in Rule 25.5.34 and 25.5.38.
- 25.5.3455 Any activity that is not provided for as a permitted, controlled, restricted discretionary, discretionary, non-complying or prohibited activity in any other rule contained in this chapter.

Restricted Coastal Activities

- 25.5.35 Structures within the Port Management Areas are subject to the Restricted Coastal Activities rules 12.5.24 – 12.5.26 in Chapter 12: Structures.
- 25.5.36 Other restricted coastal activities may include reclamation and dredging, and reference should be made to Chapters 13 and 15 in determining whether this is the case.

Prohibited Activities

- 25.5.3756 Any activity or work which would modify, other than for the purpose of maintaining intrinsic heritage values, damage, or destroy any site, buildings, place or area identified in Cultural Heritage Schedule 1.

25.6 OTHER METHODS

- 25.6.1 The ARC will liaise with the relevant territorial local authorities and Ports of Auckland Ltd:
- a to ensure the integration of landward development and infrastructure adjacent to all Port Management Areas, and to encourage consistent management across administrative boundaries; and
 - b regarding any future subdivision, use and development of the Port Management Areas, other than for port activities; and-
 - c to ensure that appropriate, convenient and adequate berthage facilities are provided primarily for use by the fishing industry in suitable locations within appropriate Port Management Areas, in recognition of the functional need of that activity to have access to working berthage.

25.7 PRINCIPAL REASONS FOR ADOPTING

- 25.7.1 **Objectives 25.3.1 and 25.3.3, Policies 25.4.1, 25.4.2, 25.4.3, 25.4.4011, 25.4.4314, 25.4.15, Rules 25.5.1 to 25.5.8, 25.5.11 and 25.5.4314**

It is recognised that the environment within the Port Management Areas has been altered by their historic use and development for port activities. In order to minimise adverse effects on other parts of the coastal environment, it is appropriate to allow for a higher level of subdivision, use and development within the Port Management Areas. The Port Management Areas provide for a variety of port activities, including commercial port

operations, passenger transport services, charter boat operations, use by commercial fishing industry, berthage of private vessels, and vessel maintenance and servicing. The focus of these activities varies across each Port Management Area.

Any subdivision, use and development, other than for port activities, needs ~~to be able~~ to demonstrate that it is not going to unduly compromise or restrict the efficient use and development of the Port areas, or result in pressure for the expansion of ~~the Port~~ port activities in other areas. This is likely to have greater adverse environmental effects than the consolidation and maximum utilisation of existing port areas.

25.7.2 **Objective 25.3.2, Policies 25.4.34 to 25.4.40~~11~~ and Rules 25.5.42~~14~~ to 25.5.23~~28~~, 25.5.27~~32~~ to 25.5.30~~43~~ and 25.5.34~~55~~.**

There are likely to be adverse environmental effects from use and development within the Port Management Areas. It is recognised that the environment within the Port Management Areas is highly modified, and that a higher level of use and development has been allowed for. However, this does not mean that adverse environmental effects are to be ignored. Adverse environmental effects from use and development in this area are potentially significant, and need to be avoided, remedied, or mitigated to the fullest extent practicable.

25.7.3 **Policy 25.4.78**

This policy recognises the links to Policy 15.4.3 in Chapter 15 Dredging.

25.7.4 **Policies 25.4.56 and 25.4.67 and Rules 25.5.14 to 25.5.16, 25.5.19~~21~~, 25.5.22, 25.5.24~~29~~ to 25.5.26~~33~~ and 25.5.32~~45~~**

~~Port a~~ Activities in the Port Management Areas have the potential to affect views both to and from the coastal marine area. In many areas the effects on views are temporary, as cargo is stored, ~~or~~ cranes and carriers move, or tents, pavilions or grandstands are erected for temporary entertainment events. Time limits have been placed on temporary structures and temporary events to ensure that any effects on views are limited to the specified period. Other structures or buildings may have a more permanent effect. In some parts of the Port Management Area 1C, there is more significant public interest in the protection of views. New buildings in these areas are therefore assessed according to their specific location within Port Management Area 1C and according to their characteristics.

Buildings on Wynyard Wharf and the Halsey Street Extension Wharf or in the water area also have the potential to affect views to and from the coastal marine area. Given the public accessibility and pedestrian nature of the Viaduct Harbour, views out from the Viaduct to the wider Waitemata Harbour have been protected by avoiding permanent buildings on the Western Viaduct Wharf and on North Wharf, and by including a viewshaft from Te Wero Island on Plan Map Series 2, Sheet 7A. Other viewshafts on Plan Map Series 2, Sheet 7A around Wynyard Quarter maintain the visual linkages between the land and the coastal marine area.

25.7.5 **Policy 25.4.45 and Rule 25.5.31~~44~~**

Reclamation is provided for as a discretionary activity in Port Management Areas, in recognition that a higher level of subdivision, use and development is being allowed for around the ports. Reclamation is also a viable option, and accepted by many, for the disposal of dredged material in order to avoid the necessity for unconfined marine disposal (refer Chapter 17 Disposal and Deposition). However, because of the potentially significant, irreversible, and cumulative adverse effects of reclamation, it is not appropriate to allow the need for the disposal of dredged material to dictate the need for or size of any reclaimed area.

25.7.6 **Policy 25.4.89**

Many day-to-day activities within the Port Management Areas have the potential to release contaminants which could have significant adverse effects on the environment. This policy seeks to minimise the possibility of such discharges by ensuring provision of adequate and appropriate facilities for the handling and disposal of such contaminants. This policy complements provisions in Chapter 20: Discharge of Contaminants, which restrict discharges into the coastal marine area.

25.7.7 Policy 25.4.9~~10~~, Rules 25.5.2, 25.5.3 and 25.5.5

It is in the interests of public safety and of minimising adverse environmental effects to ensure that wharves and other infrastructure are maintained in good and safe working condition. This should reduce the possibility of adverse effects arising through the failure of facilities or equipment.

25.7.8 Policies 25.4.4~~11~~12 and 25.4.4~~12~~13, Rules 25.5.6, 25.5.4~~7~~19, 25.5.3~~34~~46 and 25.5.3~~75~~6

The subdivision, use and development of the Port Management Areas has, over time, given rise to particular cultural heritage values. Because of the importance placed by the community on these values, they need to be protected from modification, damage, or destruction. These provisions implement provisions in Chapter 8: Cultural Heritage.

25.7.9 Policy 25.4.15, Rules 25.5.10, 25.5.12, 25.5.14, 25.5.15, 25.5.32, 25.5.33 to 25.5.37, 25.5.43, 25.5.47, 25.5.50 to 25.5.52 and Appendix J

The functions of Port Management Area 2A are different from the areas to the east, with greater focus on public access, entertainment and recreation activities, as well as the continuation of port activities such as maritime passenger transport and fishing industry operations. The emphasis on public use and enjoyment of this area and its purpose as a base for important marine related events is recognised in the rules. In the longer term there is potential for the development of a marine events centre. Given the prominent location of this future marine events centre, there is a need to consider its visual effects and impacts on the operation of other uses in the area.

25.7.10 Policy 25.4.15, Rules 25.5.9, 25.5.13 to 25.5.15, 25.5.33 to 25.5.35, 25.5.38, 25.5.39, 25.5.43, 25.5.48, 25.5.49, 25.5.51, 25.5.53, 25.5.54 and Appendix J

Activities in Port Management Area 4A will change as the bulk liquid storage facilities on the adjacent land are vacated or provided elsewhere in the region. While these facilities continue to operate, Wynyard Wharf and the adjacent water space will be used for the transfer of bulk hazardous substances. During this time, the establishment of activities that may attract large numbers of people within Port Management Area 4A requires careful consideration through a consent process due to the potential human injury risk effects associated with accidental toxic releases from the bulk liquids facilities.

After the hazardous facilities leave the area, Wynyard Wharf will continue to provide for port activities but their nature is likely to change to more of a focus on activities such as fishing industry operations and maritime passenger transport, as well as providing for the transfer of non-hazardous goods. The rules recognise and provide for the redevelopment of the wharf area for public access and recreational purposes, along with limited commercial and entertainment activities, in order to complement the changes in land use at Wynyard Quarter. Limits are placed on the scale and bulk of buildings on Wynyard Wharf in order to provide for public access, amenity values and views, and the continued operation of port activities.

25.7.9~~11~~ Other Method 25.6.1

It is important to maintain contact with Auckland City Council and Ports of Auckland Ltd. This method complements the objectives, policies, and rules and facilitates the appropriate subdivision, use and development of the Port Management Areas, and their relationship to the City.

~~25.7.10~~ **Rules 25.5.35 and 25.5.36**

~~These rules are required to be included in the Plan by the Minister of Conservation, pursuant to the RMA.~~

25.8 ANTICIPATED ENVIRONMENTAL RESULTS

25.8.1 The efficient and safe subdivision, use and development of Port Management Areas for port activities.

25.8.2 Retention of port activities in and around the Port Management Areas including in particular retention of the fishing industry which has a functional need to have access to working berthage.

25.8.23 That any future expansion of the port occurs only within the Port Management Areas, and involves only those parts of the coastal marine area required for future port activities which cannot be accommodated on existing structures or on land above Mean High Water Springs.

25.8.34 The maintenance or enhancement of water quality, ecology and coastal processes.

25.8.5 A people-oriented and accessible Viaduct Harbour that is a focus for public recreation and entertainment activities, and a viable marine events centre, while maintaining the use of the harbour for port activities.

25.8.6 The continuation of a viable event facility for major boating events, including the America's Cup and other internationally recognised boating events, as long as this is required.

25.8.7 An integrated change in use of the coastal marine area at Wynyard Quarter that provides for a range of port activities, including bulk liquids, marine and fishing industries, and where appropriate, the development of non-port related activities, and for increased public use and access to Wynyard Wharf and North Wharf.

25.8.8 The maintenance and enhancement of any items identified in the Cultural Heritage Schedule 1 or 2 and, where practicable, the retention of character features, structures and elements that demonstrate the history and heritage of the working waterfront.

Port Management Areas 2A and 2B – 28

This chapter contains objectives and policies relating to Port Management Areas 2A and 2B (as shown on Plan Map Series 2, Sheet 1 and Sheet 7A). Rules for these management areas are contained in Chapter 25.

In any case the objectives and policies of Part III: Values will need to be considered in the assessment of effects on the environment.

28.1 INTRODUCTION

Port Management Area 2A

28.1.1 **South western edge of Queens Wharf, Ferry Tee, Quay Street Landings**

A wide range of port activities occurs throughout this part of Port Management Area 2A. They include harbour transport, passenger handling, commercial tourist operations and some recreational berthing. The south western edge of Queens Wharf and the Ferry Tee are strategically located in relation to the Central Business District for maritime passenger transport services. This area is intensively used by the Devonport, Waiheke Island, Great Barrier Island and other gulf island and harbour ferries. In addition, commercial charter vessels and other vessels berth at the Quay Street Landings. Important social and economic benefits arise from the use of this area for such commercial and tourist activities. However there is a need to maintain the visual and amenity value of this area and to ensure that any buildings are sensitively designed and have regard to any impact they may have on the views to the Ferry Building from the coastal marine area.

The area between the south western edge of Queens Wharf and Princes Wharf is a popular passive recreation and viewing area which is intensively used by the public. This area enables public access to the waterfront, links the City with the harbour and adds to amenity values. In the past the water space within this area has been the focal point for public-orientated water-based events such as dragon boat racing, raft racing and similar activities, but in recent times some of these have shifted to the Viaduct Harbour. The water area adjacent to Princes Wharf is still used by passenger liners, visiting vessels and for boat shows and it is anticipated that this area will continue to be periodically used for public water-based events. It is also anticipated that a marina may be developed in the coastal marine area off the western side of Princes Wharf.

28.1.2 **Hobson Wharf**

Most of Hobson Wharf and the water space between Hobson and Princes Wharves is occupied by the Maritime Museum and its exhibits. The museum plays an important role in bringing together much of the maritime heritage of the Auckland Region and New Zealand. Its location on the water is appropriate to its function, allowing working exhibits, and complementing its maritime setting. As a tourist destination, the museum has important economic and social benefits.

Public access around the wharf is restricted to museum patrons, except for an eight metre width along the western side. This area is available for access and is used by vehicles associated with the berthing and servicing of vessels, particularly commercial fishing vessels. Access may sometimes be restricted in this area for safety reasons when vessels are loading and unloading. The juxtaposition of the museum and fishing fleet in this area adds to the interest and amenity value of the harbour edge.

28.1.3 **Viaduct Harbour to North Wharf**

The Viaduct Harbour is the only area of largely enclosed water which penetrates into the central city. It provides sheltered berthage and support facilities for the fishing industry, private vessels and charter boat operators. ~~Besides continuing to provide sheltered berthage and support facilities for port activities, particularly fishing and charter boat~~

~~operations and other vessels.~~ The Harbour's configuration enables public access to, and use of, the waterfront and has been developed as a venue for water-based cultural, entertainment and recreation events. Adjacent land has been developed for a range of mixed uses including commercial, recreational, tourist and residential activities. The western edge of the Harbour to the north of Madden Street has been developed to enable America's Cup activities and between Cup events has been used for a range of port and temporary activities, including marine and non-marine events.

~~Navigation has until recently been restricted to the channel through the Viaduct Lifting Bridge, and berthage to the deeper eastern side of the Harbour. The approvals granted to develop the America's Cup facilities have resulted in the comprehensive dredging and redevelopment of the Viaduct Harbour to accommodate a greater number and range of vessels.~~

The Viaduct Harbour ~~has been~~ was the longstanding base for part of Auckland's commercial fishing fleet. The extent of the fleet's presence and support facilities such as fish processing, bait and ice storage has reduced as the role of the Viaduct Harbour has changed. Some of the commercial fishing berthage that was previously located within the inner Viaduct Harbour has progressively relocated to the Western Viaduct Wharf, Halsey Street Extension Wharf and to berths outside the Viaduct Harbour, including North Wharf. However, some fish processing and commercial fishing berthage remains within and around the Viaduct Harbour and the area remains important to fishing industry operations in Auckland. The fishing fleet provides a continuing link with the Harbour's past use and history. Together with the range of other vessels, the fishing fleet maintains the maritime interest and character of the area. Fishing industry operations are also a key element of the proposed redevelopment of the Wynyard Quarter with development of a fishing focused area around North Wharf and the fish market on Jellicoe Street. In the circumstance it is important that access for the fishing industry to berthage in this area is maintained and ensured into the future.

The combination of port activities and water-based entertainment activities undertaken in the Viaduct Harbour has social and economic benefits, providing employment, income and recreational value to the City and Region. It is considered that the co-existence of diverse activities in this area, subject to appropriate environmental standards, adds to its vibrancy and interest. Accordingly future use and development on the wharves and in the water areas of the Viaduct Harbour needs to provide for the appropriate relate to and complement the mix of commercial, recreational, tourist and residential activities that may occur on the surrounding land. The use of the Viaduct Harbour as a major regional events and entertainment precinct requires integration between the provisions of the Auckland City District Plan (Central Area Section) and this Plan regarding entertainment activities. This is particularly the case in terms of enabling temporary activities that involve both the use of land and the coastal marine area, and the control of effects such as noise generation.

The America's Cup bases were located on the western side of the Viaduct Harbour, north of Gaunt Street and included buildings on the Halsey Street Extension Wharf, and used the water area on the eastern side of the wharf. A significant factor in the success of the America's Cup development was the close proximity of the syndicate bases to each other, creating a 'village' environment. Subsequent redevelopment of the base sites between Gaunt Street and Madden Street has reduced the space available for the accommodation of future bases. The remaining facilities are important regional infrastructure. There is a need to ensure that provision is made to enable these or equivalent facilities to remain available and to provide for the possible extension of the Halsey Street Extension Wharf for future America's Cup or other international boating events. This means that use and development on or near the Halsey Street Extension Wharf that compromises the use of this facility for this purpose should be avoided.

While recognising that the Halsey Street Extension Wharf buildings were established for America's Cup bases, it should be noted that they were designed and consented for a short timeframe, with the consents expiring in 2008. It is important that the redevelopment

of the Halsey Street Extension Wharf retains the boating event hosting role of these facilities, but also takes on the role that the former Alinghi base on Halsey Street has developed as an events centre that is used for both public and private events, marine and non-marine events. Priority is to be given to the use of a redeveloped or replacement facility for marine events such as international boat races and the Auckland Boat Show. The Plan encourages the comprehensive and integrated redevelopment of buildings on the Halsey Street Extension Wharf to ensure that the limited wharf space is developed efficiently and with well designed buildings that reflect their maritime location and purpose. The redevelopment of the wharf should also enhance public access and provide for the continued use of the wharf for port activities, including fishing industry berthage and unloading.

Public access around the Viaduct Harbour and views across the Harbour and out to the wider harbour are important components of its value and use. The operation of port activities may from time to time necessitate restrictions on public access. However any conflict between public access and the differing port uses can usually be resolved through appropriate management, particularly the timing and location of the various activities.

Throughout the America's Cup Viaduct Harbour redevelopment consent process a number of resource consent conditions were established that provided for public accessways around the western side of the Viaduct Harbour and along the southern side of the Western Viaduct Wharf. These provisions sit on consent file H11112. These public accessways are shown on Figure 28.1.

The Viaduct Lifting Bridge is a recognised heritage feature, which when lowered enables access. It is appropriate that any future use and development protects the ~~the~~ this Bridge from inappropriate modification, damage or destruction.

The future development of the Wynyard Quarter (Western Reclamation and Wynyard Point) for mixed commercial, residential, recreational, entertainment, fishing and marine industry uses will require local passenger transport services. Provision of a local passenger transport and pedestrian bridge from Te Wero Island to Jellicoe Street has been identified as a desirable linkage. However, there are potential adverse effects on the functioning of the Viaduct Harbour that will need to be taken into account in the bridge design, operation and use.

28.1.4 **Port Management Area 2B – Marine Industry**

(Coastal Marine Area on the Western Side of Wynyard Point and the Western Reclamation)

~~This~~ The water area to the west of Wynyard Quarter ~~the Western Reclamation~~ from the Hamer Street slipways south to Westhaven Drive and the adjoining land south of Jellicoe Street, is used for port and marine related industry. This includes boat building, engineering activities and boat haul out, refit, servicing and maintenance, as well as boat storage. It has a variety of related infrastructure facilities such as jetties, slipways, travel lifts, shiplifts, syncrolifts, haul-out yards and boat storage buildings.

The area also currently accommodates the unloading and storage of cargo including bulk material for cement production at the Cement Wharf. The area around the Cement Wharf provides some berthage facilities for fishing industry vessels and smaller commercial craft.

This western area has been identified as an important marine industry hub for the region and beyond. The Hamer Street slipways are an important regional facility due to their ability to accommodate mid to large sized vessels, their deep water approaches, sheltered location from prevailing south-westerly winds, and their proximity to other marine industry services. They currently cater for commercial vessels such as tugs, barges, ferries, and fishing boats as well as recreational vessels such as superyachts. South of Jellicoe Street, the coastal marine area is occupied by jetties, slipways and boat haul out facilities that cater predominantly for the recreational boating sector. In future, additional wharves may be required in this area to support marine industry activities or to facilitate public

access to the coastal marine area. Any structures on such wharves will need to be designed with regard to any corresponding viewshafts identified in Map Series 2 Sheet 7A and in the Auckland City District Plan (Central Area Section). and the storage of cargo, as well as a range of vessel and general marine servicing and engineering activities which are closely linked to the port.

The operation of ~~these~~ marine industry activities, and the proximity to the bulk liquid and hazardous substances storage areas, may from time to time necessitate restrictions on public access to the waterfront. As this area is relatively intensively used for a wide range of berthing, servicing, and engineering activities and there is a considerable degree of vessel movement and public safety issues, restrictions on public use of the coastal marine area are likely to continue. ~~However, land development may provide some opportunities to increase public access to and along the coastal edge.~~

Visual amenity and links between the Central Business District and this part of the harbour are currently not strong. The establishment of a pedestrian and local passenger transport linkage extending from Quay Street and Te Wero Island through to the western end of Jellicoe Street will improve both public access and visual links to this part of the Port Management Area, as will the creation of areas of complementary public space.

28.2 ISSUES

- 28.2.1 Port Management Areas 2A and 2B are is part of the commercial port and are is used for a range of vessel berthage, and port activities and public recreation and entertainment uses. There is a need to ensure that these mixed uses can operate and that any conflicts between activities on the water and adjacent land uses can be successfully managed.
- 28.2.2 The Ferry Tee and south western edge of Queens Wharf are strategically located for maritime passenger transport. Future use and development should not compromise the use of this area, or any other part of Port Management Area 2 for port activities.
- 28.2.3 Public access, use and enjoyment of the water's edge is a key amenity value in most parts of Port Management Area 2A, and where practicable should be enhanced in Port Management Area 2B.
- 28.2.4 Future use and development should proceed in a manner to ensure that the Viaduct Harbour will continue to act as a major destination, events facility and berthage facility for a wide range of activities and vessels, whilst taking into account effects on nearby land-based commercial, entertainment, recreational, tourist and residential activities.
- 28.2.5 Successful sustainable development of residential, commercial and recreational activities in Wynyard Quarter requires improved local passenger transport and pedestrian access. This may include the construction of a new bridge to link Te Wero Island to the Western Reclamation. While provision of a bridge will ensure east-west access, it will also impact on boat access to and from the Viaduct Harbour, the open space and pedestrian use of Te Wero Island, and existing marine activity facilities along Halsey Street. Such a bridge will need to be designed and operated to avoid, remedy or mitigate adverse effects on such matters.
- 28.2.6 Having regard to the relatively confined nature of the Viaduct Harbour, any development needs to ensure that it does not have any inappropriate adverse effects on navigation and berthage by unduly congesting the available berthage space or unduly obstructing or limiting navigation channels, except that at times of major water-based entertainment and recreation events there should be the ability to manage and restrict, limit or control activity and passage in the area to enable safe conduct of those areas.
- 28.2.7 The views from Quay Street between the western edge of the Ferry Tee and the eastern edge of Princes Wharf add greatly to the amenity value of the city and any future development should not obstruct views in this area.

- 28.2.8 6 Buildings and other structures located within Port Management Area 2A need to recognise the importance of visual amenity, particularly with in regard to of the links between the Central Business District and the water's edge, and views from public areas across the Viaduct Harbour, and to and from Wynyard Quarter and the wider Waitemata Harbour.
- 28.2.9 7 The Maritime Museum contains features of cultural heritage value and enhances the interest and amenity value of Port Management Area 2A.
- 28.2.10 8 The Viaduct Lifting Bridge is identified as a structure of cultural heritage value and any use and development affecting this structure needs to be undertaken in a manner that ensures the retention of its heritage value.
- 28.2.11 The coastal marine area to the east of Halsey Street and north of Madden Street (including the Halsey Street Extension Wharf, Western Viaduct Wharf and the water space adjacent to the wharves) forms a regionally significant area for marine and non-marine events. Future use and development of this area should not compromise its use for marine events or associated vessel servicing, or have adverse effects on the visual amenity of the Viaduct Harbour. Any redevelopment should also allow for the continued operation of port activities around these wharves.
- 28.2.12 Any use or development of North Wharf, and the coastal marine area between the Halsey Street Extension Wharf and Wynyard Wharf, needs to ensure it has no more than minor adverse effects on the use of this area for port activities such as fishing industry operations and maritime passenger transport, and that it maintains or enhances public access.
- 28.2.13 Future use and development in Port Management Area 2B should support its function as an area for the marine industry, including the operation of the Hamer Street slipways, as consistent with the adjacent land uses. Public access to and along the coastal edge should be maintained or enhanced where this is compatible with public safety and the operation of the marine industry. Enhancing public views and access to the coastal marine area through this area from streets, wharves and public space is also important.
- 28.2.14 9 The provision of adequate marina facilities for the city.

28.3 OBJECTIVES

- 28.3.1 To recognise the importance of ~~this area~~ Port Management Area 2A for a wide range of port activities, including its strategic location to the Central Business District for maritime passenger transport, and to facilitate the use of this area for these activities.
- 28.3.2 To maintain and where practicable enhance public access, use and enjoyment of the coastal marine area in Port Management Areas 2A and 2B, recognising that any enhancement needs to maintain public safety and not unduly restrict the operational requirements of port activities.
- 28.3.3 8 To ensure that navigation and berthage in Port Management Areas 2A and 2B ~~the Viaduct Harbour~~ is maintained and where practicable enhanced improved, and is not unduly restricted by the an inappropriate location or number of structures, to provide for a wide range of recreational and commercial vessels, including maritime passenger transport and fishing industry operations.
- 28.3.4 3 To maintain and enhance the visual amenity and visual links between the Central Business District and the harbour, and to maintain the view of the coastal marine area and the City between the south western edge of Queens Wharf and the eastern edge of Princes Wharf, while not limiting the use of the water space for port activities.
- 28.3.5 4 To provide for a marina off the western side of Princes Wharf.
- 28.3.6 7 To recognise the public interest in the Maritime Museum and the use of the water area on the eastern side of ~~the Hobson w~~ Wharf for vessels of historic interest.

- ~~28.3.79~~ To ensure that any future use and development that affects the Viaduct Lifting Bridge identified in Cultural Heritage Schedule 2 avoids, where practicable, remedies or mitigates adverse effects on the Bridge.
- ~~28.3.4~~ To recognise that the Viaduct Harbour provides a unique attraction for the general public and visitors to Auckland.
- ~~28.3.5~~ To ensure the Viaduct Harbour provides a range of activities which continue to attract people to the harbour's edge whilst taking into account effects on nearby land-based commercial, entertainment, recreational, tourist and residential activities.
- 28.3.86 To ~~provide for~~ encourage the use of the Viaduct Harbour's coastal marine area ~~water space~~ in a manner which, in combination with the surrounding commercial, entertainment, recreational, tourist and residential activities ~~establishes~~ will establish a clear identity for the Viaduct Harbour as a place of special character in Auckland, ~~which attracts people to the Harbour's edge and maintains the vitality of the Harbour, and make the harbour edge an better and more attractive place to be whilst~~ while continuing to meet the needs of marine related activities.
- ~~28.3.9~~ To protect views from public areas across the Viaduct Harbour, and out to Wynyard Point and the Waitemata Harbour, from visually intrusive development.
- ~~28.3.10~~ To enhance pedestrian and local passenger transport linkages between the eastern Viaduct Harbour and Wynyard Quarter.
- ~~28.3.11~~ To provide for the continued use of the coastal marine area to the east of Halsey Street and north of Madden Street (including the Halsey Street Extension Wharf and Western Viaduct Wharf and water space adjacent to the wharves) as a marine events precinct, while not unduly restricting the use of berthage around the wharves for port activities.
- ~~28.3.12~~ To ensure that buildings and other structures on the Halsey Street Extension Wharf are designed and located to contribute to the wharf's key role in a marine events precinct, and in particular are suitable to use for marine events and associated vessel servicing, are of a design that reflects their maritime use and location, and maintain the visual amenity of the Viaduct Harbour, and do not unreasonably compromise the ongoing use of the wharf for port activities.
- ~~28.3.13~~ To retain the Western Viaduct Wharf as open space to provide public access, maintain space for temporary events and port activities, and to protect views from the Viaduct Harbour to the Waitemata Harbour.
- ~~28.3.14~~ To manage the effects of use and development on the Halsey Street Extension Wharf and Western Viaduct Wharf on traffic and pedestrian access to, from and around the Wynyard Quarter.
- ~~28.3.15~~ To recognise North Wharf and the adjacent waterspace as an important open space for port activities and public access.
- ~~28.3.16~~ To retain North Wharf, the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf together with the adjacent waterspace for use primarily by the fishing industry in recognition of the importance to the fishing industry of this valuable resource for berthage and operational purposes.
- ~~28.3.17~~ 40 To recognise the importance of and to facilitate the ongoing use of Port Management Area 2B for port activities particularly those related to the marine industry ~~the area south of the Cement Wharf on the Western Reclamation for port servicing activities and, where practicable, to enhance visual amenity, public access, use and enjoyment of the coastal marine area in this area.~~

28.4 POLICIES

In addition to the policies in Chapter 25: Ports Overview and General Provisions, the following policies apply to Port Management Areas 2A and 2B.

Queens Wharf to Princes Wharf Area

- 28.4.1 Use and development shall not adversely affect the use of this area for port activities, including maritime passenger transport activities on the Ferry Tee and the south western edge of Queens Wharf.
- 28.4.2 Use and development is generally considered appropriate where it improves facilities and the efficient use of this area for port activities, including maritime passenger transport.
- 28.4.3 6 Views to the coastal marine area between the western edge of the Ferry Tee and the eastern edge of Princes Wharf shall be protected by avoiding any buildings within this area.
- 28.4.4 7 Buildings or other structures, (such as canopies) should be designed to complement the maritime context in which they are located. In particular the height and scale of any buildings on the Ferry Tee shall have regard to the effect on the visual amenity of the historic Ferry Building.
- 28.4.5 14 Use and development shall not adversely affect the potential for development of a marina off the western side of Princes Wharf.

Hobson Wharf Area

- 28.4.6 8 Use and development of the ~~water~~ coastal marine area between Hobson and Princes Wharves, should not adversely affect the operation of the Maritime Museum.
- 28.4.7 9 Use and development of Hobson Wharf should complement its maritime context and not adversely affect the use of the western side of that wharf for port activities.

Viaduct Harbour

- 28.4.8 4 Use and development in the Viaduct Harbour should maintain and where practicable enhance, rather than adversely affect navigation, berthing or other port activities while also providing the opportunity to stage water-based entertainment and recreation events whilst taking into account effects on nearby land-based commercial, entertainment, recreational, tourist and residential activities.
- 28.4.9 5 Use ~~or~~ and development is generally considered appropriate where it attracts the public to this part of the coastal marine area and maintains or enhances public access.
- 28.4.10 The development of buildings or structures shall be avoided in the water area of the Viaduct Harbour or on the Harbour Entrance Wharf, where it will result in significant visual intrusion into views from public areas across the Harbour, or from the Harbour out to the wider Waitemata Harbour, particularly within the viewshafts identified on Plan Map Series 2, Sheet 7A.
- 28.4.11 A bridge to link the Eastern Viaduct to Jellicoe Street will be considered appropriate where it contributes to a high quality maritime and urban environment and meets the following outcomes:
 - a the bridge contributes to the pedestrian character and amenity of the Viaduct Harbour and Wynyard Quarter by:
 - i providing safe and pleasant pedestrian and cycle access east and west across the Viaduct Harbour; and
 - ii having a landscape design, character and quality which integrates with existing pedestrian priority areas and other accessways around the Viaduct Harbour; and

- iii not causing significant adverse effects on the use and enjoyment of Te Wero Island as an area of pedestrian-oriented public space; and
 - iv ensuring the operation or use of the bridge, or lighting will not cause significant adverse effects on the operation of nearby activities or on the amenity values of surrounding land or water uses; and
 - b the bridge is designed and operated to provide for:
 - i vessel access to and from the inner Viaduct Harbour without undue delay; and
 - ii navigation and berthage by the existing range of vessels in the inner Viaduct Harbour; and
 - iii any reduction in berthage area to be minimised as far as practicable; and
 - iv convenient and easily accessible systems for communicating with vessel users regarding scheduled and unscheduled bridge opening/closing; and
 - v appropriate lighting, navigation aids, safety systems and fail-safe mechanisms; and
 - vi a minimum clearance height of 3 metres above mean high water springs for a 10 metre wide navigable channel; and
 - c the ongoing viable use of the Viaduct Harbour (particularly the marine events precinct) to accommodate port activities and marine events, such as boat shows and internationally recognised boating events such as the America's Cup event, is maintained; and
 - d the bridge has a high quality design that:
 - i enhances the character of the Viaduct Harbour; and
 - ii is simple and elegant; and
 - iii is appropriate within the context of the Viaduct Harbour locality and Auckland's coastal setting; and
 - iv has an appropriate relationship with the Viaduct Lifting Bridge identified in Cultural Heritage Schedule 2; and
 - v utilises high quality and low maintenance materials and detailing; and
 - e the bridge is designed in a manner which may provide in the future for enhanced connectivity for the public between the Wynyard Quarter and the central city area; and
 - f the bridge has no more than minor adverse effects on coastal processes including sedimentation within the Viaduct Harbour.
- 28.4.12 ~~40~~ Any future development affecting the Viaduct Lifting Bridge identified in Cultural Heritage Schedule 2 shall avoid, as far as practicable, remedy or mitigate adverse effects on the Bridge.
- 28.4.13 Buildings in Port Management Area 2A (other than on the Western Viaduct Wharf) shall reflect their maritime context and shall be designed and located in accordance with the urban design criteria in Appendix J.

28.4.14 Use and development in Port Management Area 2A should be designed and located so that it is integrated with any approved Integrated Development Plan for an adjacent land area.

(NB: For the purposes of this policy, an “Integrated Development Plan” is a structure plan prepared and approved in accordance with the Auckland City District Plan (Central Area Section) 2004.)

Marine Events Precinct (Halsey Street Extension Wharf, Western Viaduct Wharf and adjacent water area)

(NB: The Viaduct Harbour policies also apply to this area.)

28.4.15 The Halsey Street Extension Wharf, Western Viaduct Wharf and the coastal marine area to the east of Halsey Street and north of Madden Street shall provide for both a marine events precinct and the continued operation of port activities. Priority shall be given to the operation of the wharves and berthage facilities for port activities and major boating events such as the America’s Cup. Any use or development that unduly restricts the use of this area for port activities or for marine events shall be avoided.

28.4.16 Development and activities on the Halsey Street Extension Wharf and Western Viaduct Wharf shall be designed and managed to enable the road network connections and associated transport movements to operate efficiently at all times.

28.4.17 The use of buildings or berthage and water space in the marine events precinct for non-marine events or other non-port related activities shall not preclude marine events and shall not be of a scale or frequency that would adversely affect the on-going use of this area for marine events or prevent its use as an America’s Cup facility, nor unduly restrict its use for port activities.

28.4.18 Public pedestrian access across and around the Halsey Street Extension Wharf and Western Viaduct Wharf shall be maintained. Any redevelopment shall provide public accessways of a width, design and location that encourages public access and use. Restrictions on public access shall occur only where they are necessary for public safety or the operation of a temporary event or to enable port activities to take place. When public access is restricted, alternative access routes should be provided where practicable.

28.4.19 The Halsey Street Extension Wharf and associated buildings and structures, shall be used primarily for marine and non-marine events and port activities such as vessel servicing and fishing industry operations.

28.4.20 The Western Viaduct Wharf shall be used for activities that maintain its use as public space and which are compatible with its ongoing use by the fishing industry. Views across the wharf shall be maintained by avoiding visually intrusive structures such as buildings. Public artworks, sculptures, and temporary structures associated with events, are generally appropriate where they do not create a significant disruption to public access or port activities.

28.4.21 Vehicle parking on the Halsey Street Extension Wharf and the Western Viaduct Wharf shall be provided in a manner that does not affect its functioning as a marine events precinct, or the operational requirements of port activities, and the wharves shall not be used for general public car parking.

28.4.22 Use and development of the Marine Events Precinct shall ensure that the Precinct and the associated coastal marine area continue to provide for efficient use of the area for port activities, including its use by the fishing industry. To that end berthage facilities on the southern face of the Western Viaduct Wharf and the western face of the Halsey Street Extension Wharf should be utilised primarily by the fishing industry in recognition of the

functional need of those activities to have access to working berthage within the Marine Events Precinct.

North Wharf

28.4.23 Use and development of North Wharf shall ensure that the wharf and the associated coastal marine area continues to provide for efficient use of the area for port activities, including its use by the fishing industry, and for maritime passenger transport operations. To that end berthage facilities on North Wharf should be utilised primarily by the fishing industry and maritime transport operations in recognition of the functional need of those activities to have access to working berthage within the Port Management Areas.

28.4.24 North Wharf and the adjacent coastal marine area may provide for temporary events. During any such event, the event organiser is to ensure that alternative arrangements are made for berthage and other port activities, and public safety shall not be compromised.

28.4.25 Use and development of North Wharf that may compete or conflict with its use for port activities, shall ensure that:

- a fishing industry activities and maritime passenger transport operations can continue to operate efficiently; and
- b public pedestrian access along the wharf is maintained or enhanced where it is compatible with port activities.

28.4.26 Use and development of North Wharf should be designed and located so that it maintains the viewshafts shown on Map Series 2 Sheet 7A and is integrated with any approved Integrated Development Plan for the adjacent land area.

(NB: For the purposes of this policy, an "Integrated Development Plan" is a structure plan prepared and approved in accordance with the Auckland City District Plan (Central Area Section)).

Port Management Area 2B (Marine Industry)

28.4.27~~3~~ Use and development of the ~~water area~~ coastal marine area in Port Management Area 2B ~~south of the Cement Wharf and adjacent to the western reclamation~~ should not adversely affect the use of this area for port activities particularly those related to the marine industry and port servicing activities.

28.4.28 Marine industry activities shall employ onsite management technology and practices to avoid, remedy or mitigate discharges of contaminants into the coastal marine area in order to protect water quality and improve the visual amenity of the area.

28.4.29 The development or redevelopment of facilities for marine industry activities or other purposes should provide for public access to and along the coastal marine area where this is practicable and consistent with maintenance of public health and safety. Such public access will have to be managed so that it is compatible with the operational and safety requirements of marine industry.

28.4.30 Use and development of Port Management Area 2B shall be located and designed with regard to maintaining the viewshafts identified on Map Series 2 Sheet 7A in order to maintain visual linkages between the Wynyard Quarter street network and the coastal marine area.

28.4.31 Buildings in Port Management Area 2B shall reflect their maritime context and shall be designed and located in accordance with the urban design criteria in Appendix J.

28.5. RULES

The rules applying to ~~this~~ Port Management Areas 2A and 2B are the general rules in section 25.5 of Chapter 25: Ports Overview and General Provisions. In administering the rules, regard shall be had to objectives and policies both in this chapter and chapter 25.

28.6. OTHER METHODS

In addition to the Other Methods in section 25.6 of Chapter 25: Ports Overview and General Provisions, the following methods apply to Port Management Areas 2A and 2B:

- 28.6.1 The ARC will liaise with Auckland City Council and Ports of Auckland Ltd:
- a to ensure that views between the Ferry Tee and Princes Wharf are maintained;
 - b to maintain the Halsey Street Extension Wharf, Western Viaduct Wharf and adjacent water area as a marine events precinct;
and
 - ~~cb~~ in respect of any future use and development planned for this area.
- 28.6.2 The ARC shall liaise with the Maritime Museum in respect of any future use and development of Hobson Wharf and with major users in respect of any future use and development of the Viaduct Harbour.

28.7. PRINCIPAL REASONS FOR ADOPTING

- 28.7.1 **Objectives 28.3.1, 28.3.4-3, 28.3.6, 28.3.8, 28.3.11, 28.3.12 to 28.3.8, and 28.3.15 to 28.3.17, Policies 28.4.1 to 28.4.4, 28.4.9, 28.4.5, 28.4.7, 28.4.8, 28.4.14, 28.4.16 to 28.4.19, 28.4.21 to 28.4.31 and 28.4.11 and Other Method 28.6.1**

Port Management Areas 2A and 2B ~~provide is used~~ for a range of port activities to complement the adjacent land uses, including marine servicing activities on the south western side of Wynyard Quarter ~~the Western Reclamation~~. The Queens Wharves and the Ferry Tee area are strategically located for maritime passenger transport. Future use and development should not adversely affect the use of ~~this~~ these areas for ~~these~~ such purposes. Development which enhances the use of this area for these port activities is considered appropriate.

The western edge of Hobson Wharf is used for port activities and any future development should not adversely affect the use of this area for these purposes.

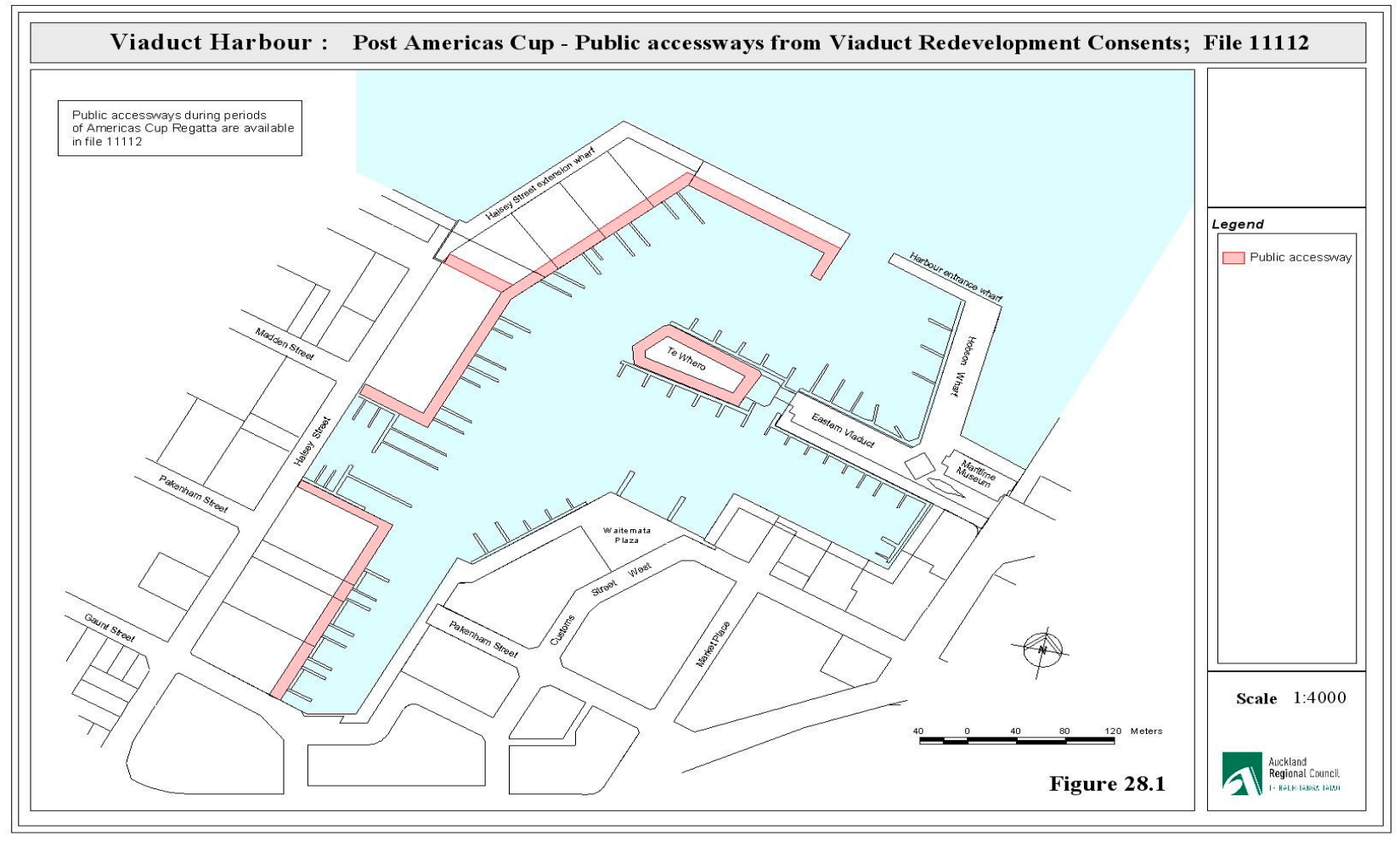
The Viaduct Harbour, even with dredging, is a confined water space with limited berthage and navigation areas. It is therefore appropriate that further structures maintain or enhance berthage facilities, and do not limit general navigation ~~and berthage~~ in the Harbour. It is acknowledged that should a bridge be constructed within the Viaduct Harbour, some reduction in berthage will result. However, this reduction should be minimised.

The Viaduct Harbour provides an unique opportunity in the heart of the city to develop an enclosed water space as a venue for a range of water-based recreation and entertainment activities. While the water space will continue to function as a berthage area for a range of vessels, it provides a special setting as an event venue. In this way it is seen as a natural extension to the use of the surrounding public ~~open~~ spaces, and in particular, Te Wero Island, as an entertainment venue and gathering place, whilst taking into account effects on nearby land-based commercial, entertainment, recreational, tourist and residential activities.

It is important to provide certainty of berthage within suitable locations in appropriate Port Management Areas for the fishing industry which has a functional need to have access to working berthage.

- 28.7.2 **Objectives 28.3.2, 28.3.10, 28.3.14 and Policies 28.4.58, 28.4.9, 28.4.11, 28.4.15, 28.4.18, 28.4.20, 28.4.25 and 28.4.29**
- Port Management Areas 2A and 2B adjoins the Central Business District and provides ~~one of the more~~ a significant opportunity for ~~important points of~~ public access to the coastal marine area. The public has the opportunity to use this area to gain access to the harbour and gulf ferry services. ~~It is~~ These areas provide an important linkage between the city and the water. This access needs to be maintained or enhanced. Provision for a bridge linking Te Wero Island and the Wynyard Quarter recognises the benefits for public access around the waterfront that such a linkage could provide. However, maintenance and enhancement of public access in Port Management Area 2B will be limited by the public safety and operational requirements of marine industry activities. It is unlikely that a continuous walkway along the coastal edge of Port Management Area 2B will be possible. However, there are significant opportunities for enhancing public access through developments such as short walkways, lookout points, steps and wharves.
- 28.7.3 **Objectives 28.3.34, 28.3.9, 28.3.12 and 28.3.13, Policies 28.4.63, 28.4.4, 28.4.7, 28.4.10, 28.4.13, 28.4.20 and 28.4.730 and Other Methods 28.6.1**
- In this part of the Port, access is readily available and views of the coastal marine area add greatly to amenity values, particularly in the area between the western side of the Ferry Tee and the eastern side of Princes Wharf. In this important viewing area it is appropriate to restrict buildings which would obstruct views within this area. It is also appropriate that any new buildings or structures proposed are sensitively designed and have regard to the fact that this is a highly valued area. Similarly, views from the Viaduct Harbour to the wider Waitemata Harbour are significant contributors to the amenity and character of the area. It is appropriate that buildings and structures are restricted on the Western Viaduct Wharf and are subject to design controls on other wharves and in the water area of the Viaduct Harbour.
- 28.7.4 **Objective 28.3.76, Policies 28.4.86, 28.4.7 and Other Methods 28.6.2**
- Hobson Wharf and part of the adjacent Eastern Viaduct have been largely redeveloped to accommodate the Maritime Museum. The water area on the eastern side of the wharf is also used by the museum. The Maritime Museum adds to the amenity, social and cultural value of the ~~C~~city and ~~R~~region attracting visitors to the harbour edge. It is in the social and cultural interest of the city and the region that the ~~M~~useum continue to operate. The museum itself is an important part of the harbour edge area where it is possible for people to obtain access and views of the coastal marine area.
- 28.7.5 **Objective 28.3.97 and Policy 28.4.1012**
- The Viaduct Lifting Bridge is a structure of cultural heritage value that is listed in Schedule 2 of the Plan. It is appropriate that it be protected from inappropriate modification, or damage or destruction.
- 28.7.6 **Objective 28.3.145 and Policy 28.4.145**
- Provision for the addition of a potential marina site off the western side of Princes Wharf concentrates the effects of marine activities into a defined area, complementing marine activities in the Viaduct Harbour Basin.
- 28.8 ANTICIPATED ENVIRONMENTAL RESULTS**
- 28.8.1 The efficient use of Port Management Areas 2A and 2B for a range of port and marine events activities. The use and enhancement of the area adjoining the Central Business District for maritime passenger transport.

- 28.8.2 The retention of port activities in and around the Port Management Areas including in particular retention of the fishing industry which has a functional need to have access to working berthage in parts of Port Management Areas 2A, 2B and 4A.
- 28.8.23 The maintenance or enhancement of public access to, and use and enjoyment of the harbour edge, particularly the area between western edge of the Ferry Tee and the eastern edge of Princes Wharf.
- 28.8.34 The maintenance of unobstructed views to and from the coastal marine area between Princes Wharf and the Ferry Tee.
- 28.8.45 Development that complements the maritime location.
- 28.8.56 The continued operation of the Maritime Museum on Hobson Wharf.
- 28.8.67 Development which recognises the Viaduct Harbour's special value as an entertainment venue while also enhancing the Harbour's use for general navigation and berthage, and whilst taking into account effects on nearby land-based commercial, entertainment, recreational, tourist and residential activities.
- 28.8.78 The protection of the Viaduct Lifting Bridge.



Port Management Areas 4A, 4B, and 4C – 30

This chapter contains objectives and policies relating to Port Management Areas 4A (adjacent to Wynyard Point, including Wynyard Wharf and Cement Wharves), 4B (Gabador Place) and 4C (LPG Terminal). Rules for these management areas are contained in Chapter 25.

In any case the objectives and policies of Part III: Values will need to be considered in the assessment of effects on the environment.

30.1 INTRODUCTION

Port Management Areas 4A, 4B, and 4C currently contain facilities capable of receiving large volumes of hazardous substances such as petroleum fuel products and bulk liquid chemicals. They are of primary importance to the national, regional and local economy.

To reduce risk in the Port Management Areas 4A, 4B and 4C, parts of these facilities need to be closed to the public and restrictions also need to be placed on uses such as the loading and unloading of non-hazardous cargo and the berthing of commercial fishing and recreational vessels.

Significant adverse effects on water quality and ecology could arise from activities in these areas. Spillages, pipe failure or explosions may lead to the release of large quantities of hazardous substances. Although safety precautions may be taken by the use of bunding, valving, security, dredging, fire protection and other prevention systems, there is a higher risk of contamination of the environment than in other parts of the coastal marine area.

30.1.1 Port Management Area 4A: Wynyard Wharf Point

Wynyard Wharf is currently used as the principal port facility in Auckland for the handling of bulk petroleum and liquid chemicals, other than LPG. The handling of petroleum has decreased over recent years, particularly since the construction of the Marsden to Wiri pipeline in 1986. Significant quantities of other bulk liquids are transferred across the wharf. These include bitumen, marine fuel oil, bunker fuels, solvents, industrial chemicals, vegetable and other edible oils, tallow and molasses. It is also used for the transfer of bulk chemicals by barge to the Tamaki River, bunkering of vessels, boat maintenance, sand and gravel movement, and the transfer of passengers, freight, and vehicles to the Hauraki Gulf Islands.

~~Recently the wharf has been used for bulk log shipments, and it may be used in the future for interim storage of dry bulk and general cargo (including containers) while other facilities are under reconstruction. A new tanker berth is proposed for the northern end of the Western Reclamation, in order to reduce hazard risk at Wynyard Wharf.~~

In the medium to longer term it is expected that, as their leases expire, the bulk liquids storage facilities located on the land in Wynyard Quarter (Western Reclamation and Wynyard Point) will vacate and/or be provided for in other locations and the land will be used for mixed residential and commercial development, public space, entertainment, and activities associated with the fishing and marine industries. This progressive and long term change in land use has been identified in a change and a variation to the Auckland City District Plan (Central Area Section) for the Wynyard Quarter.

The use of Wynyard Wharf and the coastal marine area around Wynyard Point will correspondingly change over time. During the transitional period, the wharf will continue to be used for the handling of bulk hazardous substances and may be used for other port activities. In future, the wharf will continue to be used for port activities although these may change from predominantly hazardous to non-hazardous goods, and include activities such as berthage for fishing industry boats, maritime passenger transport, and charter boats.

As the adjacent land use changes, the wharf will increasingly become an important area of public space, with some entertainment and limited commercial activities, where it is compatible with port activities. It is expected that in the longer term when the land at the northern end of Wynyard Point is developed as public open space, the planning provisions for Wynyard Wharf will be amended to provide for a greater range of public space related activities and developments. These could include public toilets, cafes and information kiosks. Planning for such uses should be integrated with the development of the adjacent park. While the hazardous bulk liquids facilities remain, the emphasis is placed on port activities, although these may change over time from predominantly hazardous to non-hazardous goods. Port activities, which include berthage for fishing industry boats, maritime passenger transport and charter boats, and temporary events are provided for where it is demonstrated that these activities are not subject to an inappropriate level of risk relating to any existing hazardous industry.

Wynyard Wharf is approximately 20 metres wide and 500 metres in length and is separated from Brigham Street by approximately 20 metres of the coastal marine area. The main entry point to the wharf from the land is currently from the south at the intersection of Jellicoe Street and Brigham Street, and there is a bridge providing a vehicular link between the wharf and Brigham Street at the northern end of the wharf. The wharf form places significant constraints on development on the wharf. Future development will need to be of a scale, location and design that complements the adjoining land uses and maintains visual permeability and views to and from the coastal marine area, particularly from the open space proposed at the northern end of Wynyard Point.

The future use of Wynyard Wharf and the remainder of Port Management Area 4A will be influenced by the timing and sequencing of the adjacent land use changes. The Auckland City District Plan (Central Area Section) provides for the transition of activities on the adjacent land by accommodating existing activities and allowing alternative uses only once it is demonstrated that the risks generated by the hazardous bulk liquids facilities have been reduced to a required level. Greater development potential is provided for following the grant and commencement of Integrated Development Plans.

The regional significance of the bulk liquids operations means that their use of Wynyard Wharf will be needed until alternative locations for transferring bulk liquids from the coastal marine area to the land are available and/or the activities vacate the site. The risk and reverse sensitivity issues associated with these industries, along with the need to maintain operational and vehicle access to the wharf, require specific management and planning while the bulk liquids operations remain. Due to the hazardous nature of the substances currently transferred across the wharf, non-port related commercial and entertainment activities may not be appropriate until such operations have decreased or ceased. In any event, the area of any building on the wharf is restricted and activities to be conducted within them are limited.

30.1.2 Port Management Area 4A: Cement Wharf – Western Side of Western Reclamation

~~The Cement Wharf is used for the unloading of bulk dry cement and berthage facilities are provided for fishing vessels and smaller commercial craft.~~

30.1.2 3 Port Management Area 4B: Gabador Place - Tamaki River

Gabador Place is used for the handling bulk liquids (some of which are hazardous), and the movement of sand and shingle. This area also has a wharf, marina and travel lift associated with the boat building industry.

30.1.3 4 Port Management Area 4C: LPG Terminal - Papakura Channel; Manukau Harbour

The LPG Terminal is used for the off-loading of LPG from sea tankers through a submarine pipeline to the shore. The LPG terminal is located away from other development, in an area of relatively high natural character, and in close proximity to a Coastal Protection Area 1 (CPA 27c, at Puhinui). Any further development of this area is

therefore likely to be inappropriate. The siting and operation of the LPG terminal is considered inappropriate by Tangata Whenua.

~~In order to reduce risk in the Port Management Areas 4A, 4B and 4C, parts of these facilities need to be closed to the public, and other uses restricted. For example the loading and unloading of non-hazardous cargo and the berthing of commercial fishing and recreational vessels.~~

~~Significant adverse effects on water quality and ecology could arise from activities in these areas. Accidental spillages, pipe failure, or major explosions may lead to the release of large quantities of hazardous substances. Although safety precautions may be taken by the use of bunding, valving, security, dredging, fire protection and other prevention systems, there is a higher risk of contamination of the environment than in other areas.~~

30.2 ISSUES

- 30.2.1 There are risks to the environment and to public safety from potential spillage or accidents involving bulk liquids and hazardous substances.
- 30.2.2 ~~Wynyard Wharf may be further developed in the future for port activities, including the handling and transfer of bulk hazardous substances. There is a need to ensure the continued efficient operation of Port Management Areas 4B and 4C for port activities, including the transfer of bulk hazardous substances.~~
- 30.2.3 The use of Port Management Area 4A is currently associated with the transfer of bulk liquids. In time such use will progressively change and will enable other activities to occur. While the transfer of hazardous bulk substances continues, other activities will need to be managed or even restricted to ensure appropriate management of risk.
- 30.2.4 Development of Port Management Area 4A should be designed and located to complement the future mixed use and public space development on the adjacent land and to maintain or enhance the visual amenity of the area.
- 30.2.5 Development on Wynyard Wharf will need to ensure port activities are not unreasonably compromised while providing for public access, use and enjoyment on the wharf where compatible with the level of risk to health and safety.

30.3 OBJECTIVES

- 30.3.1 To provide for port activities, including the ~~handling and~~ transfer of bulk liquids and hazardous substances, in a manner which minimises the risks to public health and safety, and to the natural environment.
- 30.3.2 To provide for the operation and future development ~~for~~ of port activities in Port Management Areas 4A, 4B and 4C.
- 30.3.3 To provide for port activities relating to the transfer of bulk liquids and hazardous substances in Port Management Area 4A, while land based storage facilities continue to operate in the Wynyard Quarter.
- 30.3.4 To manage the transition of the use and development in Port Management Area 4A in a way that enables port activities to operate while not compromising the future use of Wynyard Wharf for other activities.
- 30.3.5 To recognise and to provide for future changes in the use of Port Management Area 4A from the transfer of bulk liquids and hazardous substances to other port activities, public space, use and enjoyment, and limited commercial and entertainment activities.
- 30.3.6 To ensure that any non-port related activities do not prevent the safe and efficient operation of port activities in Port Management Area 4A.

30.3.7 To ensure that the use and development of Port Management Area 4A maintains, and where practicable enhances, public access, use and enjoyment of the coastal marine area and the visual amenity of Wynyard Point.

30.4 POLICIES

In addition to the policies in Chapter 25: Ports Overview and General Provisions, the following policies apply to Port Management Areas 4A, 4B and 4C.

General

- 30.4.1 Provision shall be made for activities involving the transfer of hazardous substances within Port Management Areas 4A, 4B and 4C.
- 30.4.2 Port activities shall be undertaken in a manner which avoids as far as practicable, remedies or mitigates:
- a risks to public safety; and
 - b the risk of the release of hazardous substances into the environment.
- 30.4.3 The public should be excluded from areas where hazardous substances are being transferred, off-loaded, or stored.
- 30.4.4 Structures handling hazardous substances shall be maintained in sound repair in order to reduce risk to the coastal environment.
- 30.4.5 6 Appropriate contingency plans shall be prepared in case of an accident or spillage on structures or in areas used for the off-loading or transfer of hazardous substances.
- 30.4.6 7 Further development within Port Management Area 4C, other than for improvement of the facility for unloading LPG, shall be considered inappropriate.
- 30.4.7 8 Any activity, use, or development which adversely affects the efficient unloading of LPG within Port Management Area 4C shall be considered inappropriate.

Port Management Area 4A

- 30.4.8 Provision shall be made for activities involving the transfer of bulk liquids and hazardous substances within Port Management Area 4A while the related land based activities continue to operate in Wynyard Quarter. Any new development in Port Management Area 4A relating to bulk liquids and hazardous substances should be located and designed to avoid increasing levels of risk to existing or planned activities on the adjacent land or in Port Management Area 4A.
- 30.4.9 5 Where any temporary use of Wynyard Wharf for storing, unloading, or loading of dry bulk or general cargo is proposed, ~~then~~ these activities should be undertaken so as to:
- a avoid interference with the use of Wynyard Wharf for the transfer of bulk liquids or hazardous substances; and
 - b avoid any increase in the risk of combustion or other hazardous situations occurring due to the nature of the dry cargo being stored.
- 30.4.10 Activities in Port Management Area 4A other than those involving the transfer of bulk liquids and hazardous substances, shall be considered appropriate where it can be demonstrated that:
- a the proposed activity will not unduly compromise the efficient operation of any existing activities relating to the transfer of bulk liquids or hazardous substances; and

- b the proposed activities do not conflict with the existing or planned use of the adjoining land; and
- c the activity is not subject to an inappropriate level of risk relating to any existing hazardous industry; and
- d the activity is designed and located to avoid creating unreasonable reverse sensitivity effects for any bulk liquid or hazardous substances operations including effects relating to odour, noise and vehicle traffic; and
- e the area to be used has no pipes or other infrastructure used for the transfer of hazardous substances that could be a health and safety hazard to people accessing the area, or which could discharge contaminants to the coastal marine area; and
- f public amenity and public access will be maintained and where practicable enhanced; and
- g the activity does not unduly compromise the future opportunity for port activities, particularly relating to the fishing industry and maritime passenger transport connections.

30.4.11 Use and development in Port Management Area 4A should be designed and located so that it is integrated with any approved Integrated Development Plan for an adjacent land area.

(NB: For the purposes of this policy, an “Integrated Development Plan” is a structure plan prepared and approved in accordance with the Auckland City District Plan (Central Area Section) 2004.)

30.4.12 Buildings in Port Management Area 4A shall be designed and located in accordance with the urban design criteria in Appendix J.

30.4.13 Wynyard Wharf shall be recognised as a future area of port activities, including fishing industry and maritime passenger transport, with limited commercial and entertainment activities, that shall operate in a manner that enables and enhances public use and enjoyment of the wharf.

30.4.14 Use and development of Wynyard Wharf shall:

- a have a strong maritime character that complements the wharf setting; and
- b be of a size, bulk, appearance and design that complements the maritime context of the area and the existing or future planned land uses on Wynyard Point, and does not adversely affect the amenity of the coastal environment; and
- c be located on the southern half of the wharf and not adjacent to the proposed open space at the northern end of Wynyard Point; and
- d be located outside the viewshafts shown on Plan Map Series 2, Sheet 7A so that views are maintained:
 - i from the north end of Daldy Street to the coastal marine area; and
 - ii from the proposed open space at the northern end of Wynyard Point to the Viaduct Harbour and Waitemata Harbour; and
 - iii from the proposed lanes between Brigham Street and Hamer Street, across the wharf to the coastal marine area and city skyline; and
- e create an environment that emphasises high quality public access and amenity; and

- f provide seating, ramps, landings, shelter, landscaping and public facilities which are attractive, do not obstruct access, and functionally encourage public use; and
 - g not restrict public access along the eastern and northern sides of the wharf, other than as temporary restrictions required for port activities or events, and contribute to the public nature of the wharf environment and access to the water's edge; and
 - h provide effective visual and pedestrian linkages between the wharf and land, with well spaced buildings and multiple accessways joining the wharf to the land that align with the road and pedestrian route network; and
 - i ensure sufficient space is available for port activities, including fishing industry operations, when there is a lack of capacity on North Wharf, Halsey Street Extension Wharf or Western Viaduct Wharf; and
 - j ensure there is sufficient space to accommodate maritime passenger transport connections; and
 - k limit vehicle parking to only that directly associated with port activities and ancillary services, or providing for temporary parking, to minimise vehicle movement on the wharf and maintain the amenity of the area.
- 30.4.15 Development over the open water space between Wynyard Wharf and Brigham Street is generally appropriate where it provides vehicle or pedestrian accessways from the land to the wharf, or along the edge of the wharf.
- 30.4.16 Use and development in Port Management Area 4A, other than on Wynyard Wharf, should:
- a be of an appropriate scale, design, colour and location to complement its waterfront setting, maintain or enhance amenity values, and where practicable, maintain views from the land to the coastal marine area, particularly the viewshafts shown on Map Series 2 Sheet 7A; and
 - b complement the adjoining land uses; and
 - c demonstrate that the purpose for which the structure is required cannot reasonably or practicably be accommodated on the land or by existing structures in the coastal marine area; and
 - d not adversely affect navigation and safety or port activities; and
 - e where practicable, enhance public access to the coastal marine area; and
 - f not be subject to an inappropriate level of risk relating to any existing hazardous industry.
- 30.4.17 The policies for North Wharf in chapter 28 also apply to that part of North Wharf within Port Management Area 4A.

30.5 RULES

The rules applying to Port Management Areas 4A, 4B and 4C are the rules in section 25.5 of Chapter 25: Ports Overview and General Provisions. In administering the rules, guidance will be taken from the objectives and policies in both this chapter and Chapter 25.

30.6 OTHER METHODS

In addition to the Other Methods in section 25.6 of Chapter 25: Ports Overview and General Provisions, the following method applies to Port Management Area 4A, 4B and 4C:

- 30.6.1 The ARC will liaise with Auckland City Council, Manukau City Council (with regard to the LPG Terminal), Ports of Auckland Ltd, and the importers of hazardous substances in respect of:
- a the management and contingency planning for Port Management Areas 4A, 4B and 4C; and
 - b ~~in respect of any future use and development in or around Port Management Areas 4A, 4B and 4C; and~~
 - c the prospect of the relocation of any bulk liquid facilities and operations from Port Management Area 4A to facilitate a smooth transition as the use of Port Management Area 4A and the adjacent land changes.

30.7 PRINCIPAL REASONS FOR ADOPTING

- 30.7.1 **All Objectives 30.3.1 to 30.3.4, Policies 30.4.1 to 30.4.5, 30.4.8 to 30.4.11 and the Other Methods**

These are the key port areas in the Auckland Region involved in the handling or transfer of bulk hazardous substances. As these activities have a high potential risk of adversely affecting the environment and public health and safety, it is appropriate that they be located within areas where management practices and warning mechanisms and equipment are placed in order to avoid, remedy, or mitigate actual or potential adverse effects.

- 30.7.2 **Policies 30.4.76 and 30.4.87.**

The LPG terminal was erected in the Papakura Channel in order to minimise risks from the volatile product it was designed to handle. However, this part of the Manukau Harbour is of cultural and spiritual significance for Tangata Whenua, and also has important natural values. Thus, further development other than for the purposes of off-loading LPG is likely to have significant adverse environmental effects.

- 30.7.3 **Objectives 30.3.3 to 30.3.7, Policies 30.4.8 to 30.4.17**

The use of Port Management Area 4A will change over time as the bulk liquid operations currently located in the Wynyard Quarter vacate. While the bulk liquids operations remain, development of any other activities will need to ensure that the bulk liquids operations can continue to operate and function efficiently. Planning for new activities will need to have regard to the industry's operational requirements and the potential for reverse sensitivity issues relating to matters such as odours, noise and traffic from the bulk liquids operations.

When the risks relating to the bulk liquids operations are no longer present or reduced to an acceptable level, activities in the coastal marine area will need to complement the change in land use to include public access, recreation and entertainment activities as well as port activities. The transition in uses in the Port Management Area needs to be coordinated with the changes in adjacent land uses. The development of buildings and structures in this area will need to be appropriately located and designed to enhance the amenity, character and accessibility of the waterfront, while ensuring that the operation of port activities along the wharf is not compromised.

30.8 ANTICIPATED ENVIRONMENTAL RESULTS

- 30.8.1 The efficient, effective, and safe off-loading, transfer, and storage of bulk hazardous substances and carrying out of port activities.
- 30.8.2 The minimisation of risk to the public and the environment associated with the storage, off-loading and transfer of hazardous substances.
- 30.8.3 The enhancement over time of public access to, and use and enjoyment of the harbour edge in Port Management Area 4A, particularly along Wynyard Wharf.
- 30.8.4 Development of Wynyard Wharf that complements the land uses in Wynyard Quarter and enhances the amenity of the area.
- 30.8.5 Public views to the coastal marine area along the wharf and across the wharf at selected places are maintained.
- 30.8.6 The efficient use of Port Management Area 4A for port activities, including the operations of the fishing industry and maritime passenger transport activities.

Noise – 35

Permitted Activities

35.5.3 Noise generated within the Port Management Areas:

- b Within Port Management Areas 1C, 2A, 2B, 3 and 4A, the noise level when measured ~~4m~~ one metre from the façade of an occupied buildings on the southern side of Quay Street, or Jellicoe Street, or on the western side of Brigham Street or Halsey Street (as appropriate) or within the Wynyard Quarter, or when measured 1m from the façade of an occupied building within the Viaduct Harbour Precinct as defined in the Auckland City Proposed District Plan (Central Area Section) shall not exceed:

On all days between
7.00am and 11.00pm L_{10} 65 dBA

On all days between
11.00pm and 7.00am L_{10} 60 dBA
 L_{10} 70 dB at 63 Hz
 L_{10} 65 dB at 125 Hz
 L_{max} 75 dBA

- c In respect of activities under Rules 25.5.40~~11~~ and 25.5.44~~12~~ there shall be no more than ~~15~~ 3 noise events in any calendar year (1 January to 31 December inclusive) where the noise limits under Rule 35.5.3b are exceeded. Any exceedance shall be subject to the following:

i ~~The general noise limit under Rule 35.5.3b may be exceeded for not be for more than~~ a cumulative duration of 6 hours within any 24 hour period for a noise event; and

ii ~~The maximum noise limits levels shall be; not exceed the following limits:~~

- 75 dBA L_{10} and 80 dBA L_{01} (medium noise level), except that the levels shall not exceed:
- 85 dBA L_{10} and 90 dBA L_{01} (high noise level) except that for a cumulative duration of not more than 3 of the total of 6 hours permitted by this rule exclusive of one sound check of not more than one hour duration prior to each event, and for no more than 6 of the 15 noise events, the medium noise level may be exceeded to a maximum level of 85 dBA L_{10} and 90 dBA L_{1} (high noise level).

iii Noise levels exceeding Rule 35.5.3b, including sound checks, shall start no earlier than 10.00am and shall finish no later than 10.30pm Sunday to Thursday inclusive, 11.00pm Friday, Saturday and 1.00am New Years Day.

iv The medium and high noise levels shall be determined from the energy logarithmic average of the L_{10} and L_{01} values for any measurement periods not exceeding 15 minutes during the event. The L_{1} values shall be determined from the logarithmic average of the L_{1} values for representative periods not exceeding 15 minutes within the timeframe of during the event. The noise levels limits shall not be exceeded by more than 5 dBA for medium noise levels and 3 dBA for high noise levels in any representative measurement period not exceeding 15 minutes during the noise event.

v Not less than 4 weeks prior to commencement of the noise event, the organiser shall notify the ARC in writing of:

- a The names and types of the acts and whether they are anticipated to be within the medium level or high level noise as defined above; and
 - b The person(s) and procedures for monitoring of compliance with noise limits ~~levels~~; and
 - c The nominated alternative date in the event of postponement due to weather.
- ~~iv~~ vi The ARC will keep a record of all noise events held and provide this information upon reasonable request.

Appendix J: Urban design criteria for new developments in the coastal marine area

Building Design

- 1 Building design should be of the highest quality, showing creativity and responsiveness to the marine context in a way that contributes to the identity of the Auckland waterfront; and
- 2 The rhythm and scale of architectural features, windows, finishes and colour should complement the marine environment, particularly where this would assist or strengthen the overall effect of any frontage facing a street or other public space; and
- 3 Sound building design precedents should be introduced to provide visual clues to a building's overall scale and size and to avoid flat planes or blank facades devoid of modulation, relief or surface detail; and
- 4 Roof profiles should be designed as part of the overall building form and contribute to the architectural quality of the skyline as viewed from wharf and ground level, higher surrounding buildings and public spaces. This includes consideration of the treatment of plant, exhaust and intake units, and other mechanical and electrical equipment into the overall rooftop design; and
- 5 Signs and signage should not dominate the architecture of a building or wharf. Signs and signage should be integrated with the architecture of the building; and
- 6 Building entrances should be identifiable from public areas and directly accessible from wharf level; and
- 7 Buildings should be designed to be adaptable to respond to changing uses and activities; and
- 8 Buildings should be designed to mitigate against the effects of noise and other environmental conditions associated with events, fishing industry and port activities associated with the waterfront; and
- 9 The use of durable and easily maintained materials of an appropriate quality on the exterior of buildings is essential in the waterfront environment; and

Accessways and Vehicle Access

- 10 Buildings or vehicle access routes should generally not inhibit public pedestrian access to waterfront views or the water's edge; and
- 11 Where practicable, vehicle parking and loading docks should not be visible to the public, whether located within buildings, in private or public spaces; and
- 12 Buildings should be designed to provide strong architectural clues to accessways, waterfront promenades and through-site links, through alignment with primary pedestrian routes, with clearly indicative entrance imagery, to support a legible pedestrian network in the area. Buildings should incorporate appropriate design features which contribute to a safe and comfortable pedestrian environment; and
- 13 The design of vehicle ingress and egress to sites should be considered primarily from the perspective of the pedestrian, particularly in terms of space, accessway width, visibility, safety, amenity and the use of materials; and
- 14 Buildings should be well spaced and provide through-site links to facilitate convenient pedestrian routes; and

- 15 Built form and open space design should support access to water-based transport with provision of safe, visible and convenient access between the water's edge and other transport modes; and

Site Amenity and Interface with Surroundings

- 16 Buildings, landscaping and access routes should be designed to support the integrity of the wharf structure and ecological environment; and
- 17 Design at wharf level must contribute to pedestrian vitality, interest and public safety. This includes architectural detail and maximising doors, window openings and balconies fronting streets, the water's edge and other public spaces; and
- 18 Activities which engage and activate adjacent public space at wharf and ground level are encouraged; and
- 19 Where practicable, designs should retain and reflect character features, structures and elements, such as existing bollards, rail tracks, piles and pipes, that demonstrate the history and heritage of the working waterfront; and
- 20 New development should be designed in accordance with Crime Prevention Through Environmental Design principles and support a fully accessible environment for people with disabilities or low mobility; and

Sustainability

- 21 Buildings should be designed to be sustainable through the use of durable low maintenance materials, inert exterior cladding (avoiding the use of materials containing copper or zinc), maximising solar access and natural ventilation and the incorporation of mechanical and electrical systems that optimise energy efficiency; and
- 22 On-site stormwater conservation measures should be incorporated where appropriate including rainwater harvesting devices, green roofs, site landscaping, rain gardens and wetland treatment systems and stormwater planter boxes; and
- 23 Adequate storage space and containers must be provided for rubbish and recyclable material, in a location which is clearly visible and easily accessible to occupants and collection vehicles.

Definitions

Maritime passenger transport Port activities associated with ferries and water taxis including passenger, tourist, freight movement and storage, and vehicular ferry operations, and ancillary administration activities.

Fishing industry Port activities associated with fishing vessels, including use of wharves for vessel loading and unloading, berthing, maintenance and ancillary activities.

Maritime Event Marine event A maritime related or water-based cultural, entertainment or recreational event, which may include a public performance including boat races, regattas, boat shows or exhibitions, swimming events, and triathlons.

Marine industry Port activities associated with boat building, storage, refit and repair, including use of drydocks, slipways, travel lifts, shiplifts and syncrolifts, refit halls and ancillary activities.

Non-marine event Events in the coastal marine area (which do not meet the definition of marine event) including events on wharves, barges or pontoons, such as public performances, concerts, festivals, exhibitions, film-shoots, entertainment/hospitality, markets, parades, private functions, and activities of a similar character.

Public Performance ~~— Concerts, festivals, carnivals, exhibitions, boat shows and sporting events and the use of buildings or structures associated with these activities.~~

Public space Accessible expanse or common area available to the public, including but not limited to, open space, streets, accessways, plazas, parks and reserves. May include privately owned land where public access is secured in perpetuity by legal instrument or spaces for which there is an entry charge.

Temporary events Temporary marine or non-marine events that include public performances, meetings, concerts, festivals, boat shows, parades, sporting events, exhibitions, film shoots, entertainment/hospitality, markets, private functions, and activities of a similar character, including the sale of goods associated with any of the above activities, and associated parking and temporary buildings, pontoons, tents, marquees and air supported canopies, hospitality facilities, tables, seating and structures associated with the activity, and public toilets.

NOTE: The following definitions from the Regional Plan: Coastal are included for information only and do NOT form part of Plan Change 3.

Entertainment facilities Land or buildings in which facilities are provided for at a charge to the public, or by private reservation, for indoor recreation and entertainment, or for the promotion of physical health or beauty culture. Entertainment facilities may include premises licensed under the sale of Liquor Act, theatres, cinemas, cabarets, clubs, amusement galleries, gymnasiums, sauna, or figure control clinics.

Open space Unrestricted, unconfined accessible expanse or common area available to the public at no charge.

Port activities Navigation, anchoring, mooring, berthing, manoeuvring and servicing (including repairs and maintenance) of vessels and barges, the embarking and disembarking of passengers, loading, unloading and storage of cargo and the use of buildings or structures associated with these activities.

Public access Unobstructed admission to space which is available for public use.

Public recreation facilities Premises used for non commercial recreation, includes waiting and viewing areas, seating or decking areas, which may be landscaped. It may include associated activities such as swimming, fishing, walking etc. which are activities of public enjoyment.

Restaurant, cafe, food hall Premises in which food and drink is sold, generally for consumption on the premises. May include premises licensed under the sale of Liquor Act. However sale of food may also be for consumption off the premises.

Retail premises Premises from which goods, merchandise, equipment or services are sold, exposed, displayed or offered for sale or direct hire to the public and, for the purpose of Port Management Area 5, these are deemed to include market activities, showrooms, boat brokers, post office, banking facilities, currency exchanges, ticketing and travel agencies and takeaway food bars, drycleaners, exhibition facilities, real estate agents and travel agencies. Retail premises do not include service stations, motor vehicle showrooms, sales or service, restaurants or cafes.

Schedule 8: Boundaries of Port Management Areas

The Port Management Areas include all of the coastal marine area between Mean High Water Springs and the map references listed below. These areas are shown in Plan Map Series 2.

Note: Port Management Area 4C is all that part of the coastal marine area of the Manukau Harbour bounded by a complete circular line having a radius of 65 metres from a centre point at the grid reference noted below.

<u>Port Management Area</u>	<u>Point sequence</u>	<u>X NZTM</u>	<u>Y NZTM</u>	<u>Easting</u>	<u>Northing</u>	<u>Hectares</u>
<u>1A</u>	<u>7</u>	<u>1757926</u>	<u>5920973</u>	<u>2668384</u>	<u>6482870</u>	<u>69.68</u>
	<u>6</u>	<u>1758170</u>	<u>5921690</u>	<u>2668630</u>	<u>6483586</u>	
	<u>5</u>	<u>1758762</u>	<u>5921481</u>	<u>2669221</u>	<u>6483376</u>	
	<u>4</u>	<u>1759476</u>	<u>5921406</u>	<u>2669935</u>	<u>6483299</u>	
	<u>3</u>	<u>1759459</u>	<u>5921249</u>	<u>2669918</u>	<u>6483142</u>	
	<u>2</u>	<u>1759545</u>	<u>5920703</u>	<u>2670002</u>	<u>6482596</u>	
	<u>1</u>	<u>1759506</u>	<u>5920566</u>	<u>2669963</u>	<u>6482459</u>	
<u>1B</u>	<u>3</u>	<u>1758571</u>	<u>5911229</u>	<u>2669009</u>	<u>6473123</u>	<u>6.23</u>
	<u>2</u>	<u>1758725</u>	<u>5911228</u>	<u>2669163</u>	<u>6473122</u>	
	<u>1</u>	<u>1758761</u>	<u>5911273</u>	<u>2669199</u>	<u>6473167</u>	
	<u>6</u>	<u>1759082</u>	<u>5911107</u>	<u>2669520</u>	<u>6473000</u>	
	<u>5</u>	<u>1759079</u>	<u>5911023</u>	<u>2669517</u>	<u>6472916</u>	
	<u>4</u>	<u>1758592</u>	<u>5911025</u>	<u>2669030</u>	<u>6472919</u>	
<u>1C</u>	<u>5</u>	<u>1757575</u>	<u>5921084</u>	<u>2668033</u>	<u>6482981</u>	<u>31.25</u>
	<u>4</u>	<u>1757572</u>	<u>5921233</u>	<u>2668030</u>	<u>6483130</u>	
	<u>3</u>	<u>1757784</u>	<u>5921826</u>	<u>2668243</u>	<u>6483723</u>	
	<u>2</u>	<u>1758170</u>	<u>5921690</u>	<u>2668630</u>	<u>6483586</u>	
	<u>1</u>	<u>1757926</u>	<u>5920973</u>	<u>2668384</u>	<u>6482870</u>	
<u>2A</u>	<u>1</u>	<u>1756679</u>	<u>5921379</u>	<u>2667138</u>	<u>6483277</u>	<u>60.51</u>
	<u>2</u>	<u>1757196</u>	<u>5921924</u>	<u>2667656</u>	<u>6483821</u>	
	<u>3</u>	<u>1757477</u>	<u>5921934</u>	<u>2667937</u>	<u>6483831</u>	
	<u>4</u>	<u>1757784</u>	<u>5921826</u>	<u>2668243</u>	<u>6483723</u>	
	<u>5</u>	<u>1757572</u>	<u>5921233</u>	<u>2668030</u>	<u>6483130</u>	
	<u>6</u>	<u>1757575</u>	<u>5921085</u>	<u>2668033</u>	<u>6482981</u>	
<u>2B</u>	<u>1</u>	<u>1756188</u>	<u>5921032</u>	<u>2666646</u>	<u>6482932</u>	<u>5.47</u>
	<u>2</u>	<u>1756167</u>	<u>5921311</u>	<u>2666625</u>	<u>6483210</u>	
	<u>3</u>	<u>1756245</u>	<u>5921536</u>	<u>2666704</u>	<u>6483435</u>	
	<u>4</u>	<u>1756264</u>	<u>5921589</u>	<u>2666722</u>	<u>6483488</u>	
	<u>5</u>	<u>1756430</u>	<u>5921759</u>	<u>2666889</u>	<u>6483658</u>	
	<u>6</u>	<u>1756553</u>	<u>5921635</u>	<u>2667012</u>	<u>6483534</u>	
<u>3</u>	<u>1</u>	<u>1757285</u>	<u>5921168</u>	<u>2667744</u>	<u>6483066</u>	<u>3.03</u>
	<u>2</u>	<u>1757404</u>	<u>5921512</u>	<u>2667863</u>	<u>6483410</u>	
	<u>3</u>	<u>1757414</u>	<u>5921517</u>	<u>2667873</u>	<u>6483415</u>	
	<u>4</u>	<u>1757484</u>	<u>5921496</u>	<u>2667942</u>	<u>6483393</u>	
	<u>5</u>	<u>1757487</u>	<u>5921487</u>	<u>2667945</u>	<u>6483384</u>	
	<u>6</u>	<u>1757377</u>	<u>5921164</u>	<u>2667835</u>	<u>6483061</u>	
<u>4A</u>	<u>1</u>	<u>1756553</u>	<u>5921635</u>	<u>2667012</u>	<u>6483534</u>	<u>16.91</u>

	<u>2</u>	<u>1756430</u>	<u>5921759</u>	<u>2666889</u>	<u>6483658</u>	
	<u>3</u>	<u>1756569</u>	<u>5921900</u>	<u>2667028</u>	<u>6483799</u>	
	<u>4</u>	<u>1757196</u>	<u>5921924</u>	<u>2667656</u>	<u>6483821</u>	
	<u>5</u>	<u>1756679</u>	<u>5921379</u>	<u>2667138</u>	<u>6483277</u>	
<u>4B</u>	<u>4</u>	<u>1765623</u>	<u>5912227</u>	<u>2676064</u>	<u>6474107</u>	<u>1.86</u>
	<u>1</u>	<u>1765422</u>	<u>5912607</u>	<u>2675864</u>	<u>6474487</u>	
	<u>2</u>	<u>1765446</u>	<u>5912620</u>	<u>2675888</u>	<u>6474501</u>	
	<u>3</u>	<u>1765647</u>	<u>5912243</u>	<u>2676088</u>	<u>6474123</u>	
<u>4C</u>	<u>1</u>	<u>1762371</u>	<u>5899345</u>	<u>2672786</u>	<u>6461231</u>	<u>2.29</u>
<u>5</u>	<u>9</u>	<u>1760235</u>	<u>5922196</u>	<u>2670696</u>	<u>6484088</u>	<u>0.68</u>
	<u>8</u>	<u>1760189</u>	<u>5922104</u>	<u>2670649</u>	<u>6483996</u>	
	<u>7</u>	<u>1760117</u>	<u>5922103</u>	<u>2670577</u>	<u>6483995</u>	
	<u>6</u>	<u>1760079</u>	<u>5922116</u>	<u>2670539</u>	<u>6484008</u>	
	<u>5</u>	<u>1760080</u>	<u>5922121</u>	<u>2670540</u>	<u>6484013</u>	
	<u>4</u>	<u>1760136</u>	<u>5922122</u>	<u>2670596</u>	<u>6484014</u>	
	<u>3</u>	<u>1760136</u>	<u>5922147</u>	<u>2670597</u>	<u>6484039</u>	
	<u>2</u>	<u>1760166</u>	<u>5922147</u>	<u>2670626</u>	<u>6484038</u>	
	<u>1</u>	<u>1760166</u>	<u>5922209</u>	<u>2670626</u>	<u>6484100</u>	

Port Management Area 1A

All that of the Coastal Marine Area bound by a line commencing at the point of Mean High Water Springs of the Waitemata at map reference 2669929E, 6482251N, then commencing north and north-west in a curved line around the edge of the Marine Rescue Centre eastern breakwater for 164 metres to a point at grid reference 2669981E, 6482395N, thence northerly at 351° for a distance of 553 metres to grid reference 2669896E, 6482941N, thence northerly at 6° for a distance of 158 metres to a point at grid reference 2669913E, 6483098N. Thence west at 278° along and beyond the northern berth of the Fergusson container Terminal for 718 metres to a point at grid reference 2669199E, 6483176N, thence north-west at 290° for 598 metres to grid reference 2668608E, 6483385N, thence south-west at 200° for 750 metres to the line of Mean High Water Springs between Marsden and Bledisloe Wharves at grid reference 2668357E, 6482678N. Thence generally north, east and south along the line of Mean High Water Springs to the point of commencement.

Port Management Area 1B

All that part of the Coastal Marine Area bound by a line commencing at the point of Mean High Water Springs of the Manukau Harbour at map reference 2669177E, 6472966N, thence heading in a south-westerly direction at 219° for 57 metres to grid reference 2669142, thence west at 269° for a distance of 155 metres to grid reference 1668986E, 6472922N, thence in a southwards direction at 174° for 203 metres to grid reference 2669009E, 6472720N, thence east at 88° for 472 metres to grid reference 2669481E, 6472715N, thence north at 359° for a distance of 87 metres to the line of Mean High Water Springs at grid reference 2669482E, 6472802N. Thence generally east and north along the line of Mean High Water Springs to the point of commencement.

Port Management Area 1C

All that part of the Coastal Marine Area bound by a line commencing at the point of Mean High Water Springs of the Waitemata Harbour between Marsden and Bledisloe wharves at grid reference

2668357E, 6482678N. Thence north at 19° for a distance of 750 metres to a point at grid reference 2668608E, 6483385N, thence north-west at 290° for 410 metres to grid reference 2668221E, 6483523N, thence south west at 201° for 630 metres to grid reference 2668008E, 6482930N, thence in a curved line under the eastern Ferry Tee for 103 metres to the point of Mean High Water Springs beneath Queen's Wharf and the line of Mean High Water Springs at grid reference 2668019E, 6482784N. Thence generally eastwards along the line of Mean High Water Springs to the point of commencement.

Port Management Area 2

This area is divided into two sections, one being between (a) Queens Wharf and Wynyard Wharf, and the other being (b) the south-western corner of the Western Reclamation.

- a. All that part of the Coastal Marine Area bounded by a line commencing at the point of Mean High Water Springs of the Waitemata Harbour east of the southern limit of Wynyard Wharf at grid reference 2667121E, 6483084N, thence in a north-westerly direction at 44° for a distance of 743 metres to grid reference 2667634E, 6483621N, thence generally in an easterly direction at 89° for 281 metres to grid reference 2667915E, 6483631N, then in a south-eastern direction at 110° for 325 metres to grid reference 2668221E, 6483523N, thence in a south-westerly direction at 201° for 630 metres to grid reference 2668008E, 6482930N, thence in a curved line under the eastern Ferry Tee for 103 metres to the point of Mean High Water Springs beneath Queens Wharf at grid reference 2668019E, 6482784N. Thence in a generally westerly direction along the line of Mean High Water Springs to the point of commencement except for the area described as Port Management Area 3 and set out below.
- b. All that part of the Coastal Marine Area bounded by a line commencing at the point of Mean High Water Springs of the Waitemata Harbour at grid reference 2666624E, 6482736N. Thence in a north-westerly direction at 357° for 275 metres to grid reference 2666603E, 6483010N, thence in a northerly direction at 20° for 238 metres to grid reference 2666682E, 6483235N, thence in a south-easterly direction at 110° for 146 metres to the point of Mean High Water Springs at grid reference 2666819E, 6483183N. Thence in a generally southerly direction along the line of Mean High Water Springs to the point of commencement.

Port Management Area 3

All that part of the coastal marine area bounded by a line commencing at the point of Mean High Water Springs of the Waitemata Harbour at grid reference 2667731E, 6482875N. Thence in a northerly direction at 19° for 380 metres to grid reference 2667855E, 6483223N, thence in a south-easterly direction at 109° for 91 metres to grid reference 2667937E, 6483189N, thence in a south-westerly direction generally at 198° for 338 metres to grid reference 2667828E, 6482869N. Thence generally easterly along the line of Mean High Water Springs to the point of commencement.

Port Management Area 4A

All that part of the Coastal Marine Area bounded by a line commencing at the point of Mean High Water Springs at grid reference 2666819E, 6483183N, thence in an easterly direction at 294° for 146 metres to grid reference 2666682E, 6483235N, thence in a northerly direction at 20° for 56 metres to grid reference 2666701E, 6483288N, thence in a north-easterly direction at 44° for 436 metres to grid reference 2667006E, 6483599N, thence in a north-easterly direction at 88° for 628 metres to grid reference 2667634E, 6483621N, thence in a southerly direction at 224° for 743 metres to the point of

Mean High Water Springs near the eastern side of Wynyard Wharf at grid reference 2667121E, 6483084N, Thence generally west, north and south to the point of commencement.

Port Management Area 4B

All that part of the Coastal Marine Area bounded by a line of commencing at the point of Mean High Water Springs of the Tamaki River at grid reference 2675835E, 6474282N. Thence heading in a north-east direction at 57° for 24 metres to grid reference 2675854E, 6474295N, thence in a south-east direction at 151° for 431 metres to grid reference 2676063E, 6473918N, thence in a south-west direction at 235° for 32 metres to the point of Mean High Water Springs at grid reference 2676035E, 6473900N. Thence in a generally north-west direction along the line of Mean High water Springs to the Point of commencement.

Port Management Area 4C

All that part of the Coastal Marine Area of the Manukau Harbour bounded by a complete circular line having a radius of 65 metres from a centre point at grid reference 2672502E, 6461072N.

Port Management Area 5

All that part of the Coastal Marine Area bounded by a line commencing at the point of Mean High Water Springs of the Waitemata Harbour at grid reference 2670595E, 6483907N. Thence extending in a southerly direction at 176° for 73 metres to grid reference 2670599E, 6483825N, thence in an westerly direction at 274° for 27 metres to grid reference 2670571E, 6483836N, thence in a southerly direction at 183° for 24 metres to grid reference 2670570E, 6483812N, thence in a westerly direction at 274° for 62 metres to grid reference 2670508E, 6483815N, thence southwards at 176° for 4 metres to grid reference 2670508E, 6483811N. Thence in a south-easterly direction at 126° for 36 metres to grid reference 2670537E, 6483791N. Thence in an easterly direction at 93° for 81 metres to grid reference 2670619E, 6483788N, thence in a northerly direction at 26° for 114 metres to the point of Mean High Water Springs at grid reference 2670667E, 6483890N. Thence generally westerly along the line of Mean High Water Springs to the point of commencement.

Management Areas and Areas of Significant Conservation Value – 2

2.21 PORT MANAGEMENT AREAS

There are five Port Management Areas, some of which are divided into discrete geographic areas, including:

- 1A Bledisloe Terminal to Fergusson Container Terminal;
- 1B Onehunga Wharf;
- 1C Marsden, Captain Cook and Queens Wharf (excluding the south western edge);
- 2A South western edge of Queens Wharf; Hobson Wharf to a boundary east of Wynyard Wharf, ~~the area south of the Cement Wharf on the western side of the Western Reclamation, the Viaduct Basin Harbour to North Wharf;~~
- 2B Marine industry area on the western edge of Wynyard Quarter (Wynyard Point and the Western Reclamation) south of and including the slipways on Hamer Street;
- 3 Princes Wharf;
- 4A Remaining edge of Wynyard Point including Wynyard Wharf and Cement Wharves;
- 4B Gabador Place, Tamaki River;
- 4C LPG Terminal – Papakura Channel;
- 5 Devonport Wharf.

Plan Map Series 2

Replace Plan Map Series 2, Sheet 1 and Sheet 7A with the attached maps.

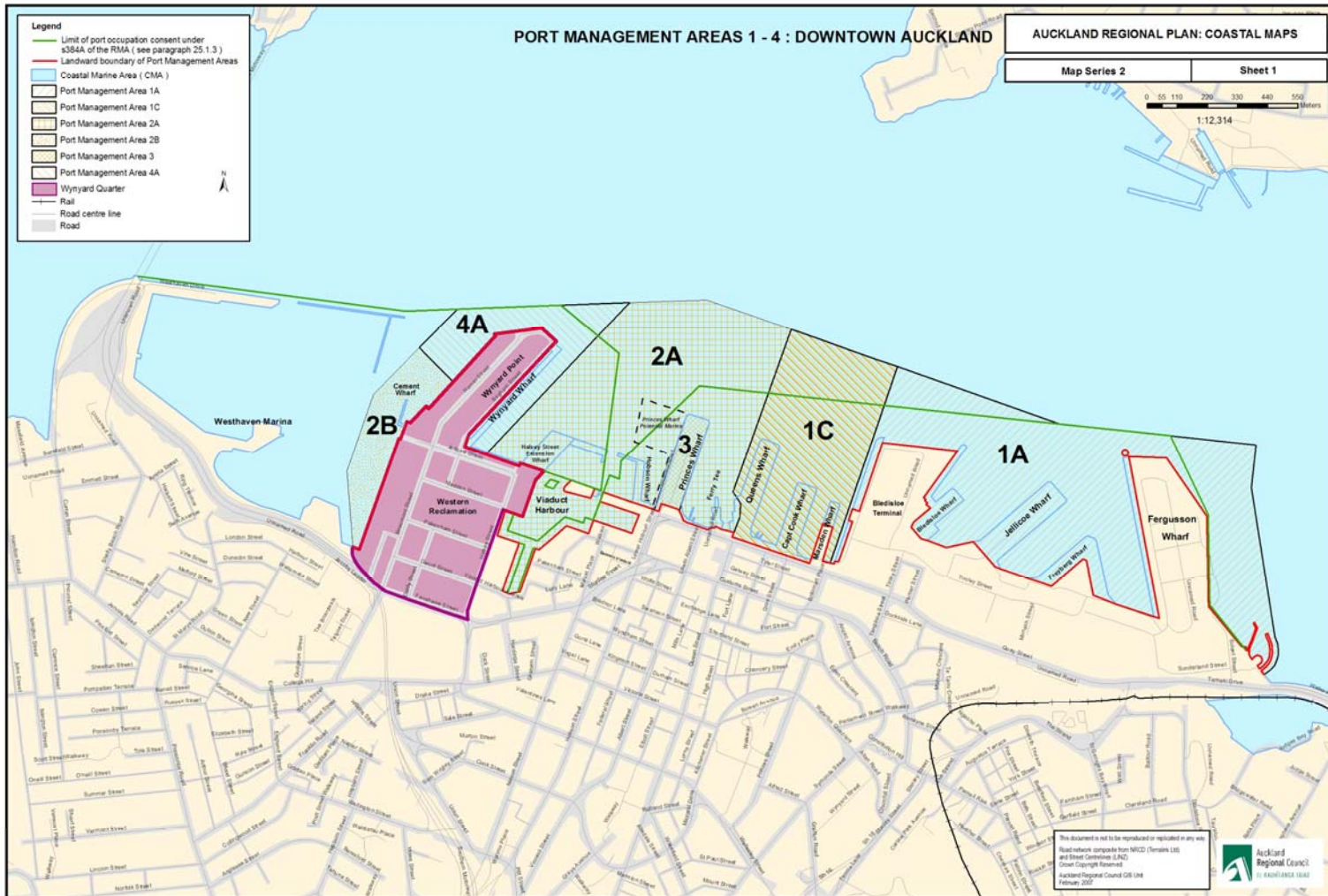
The changes to the maps are:

Plan Map Series 2, Sheet 1

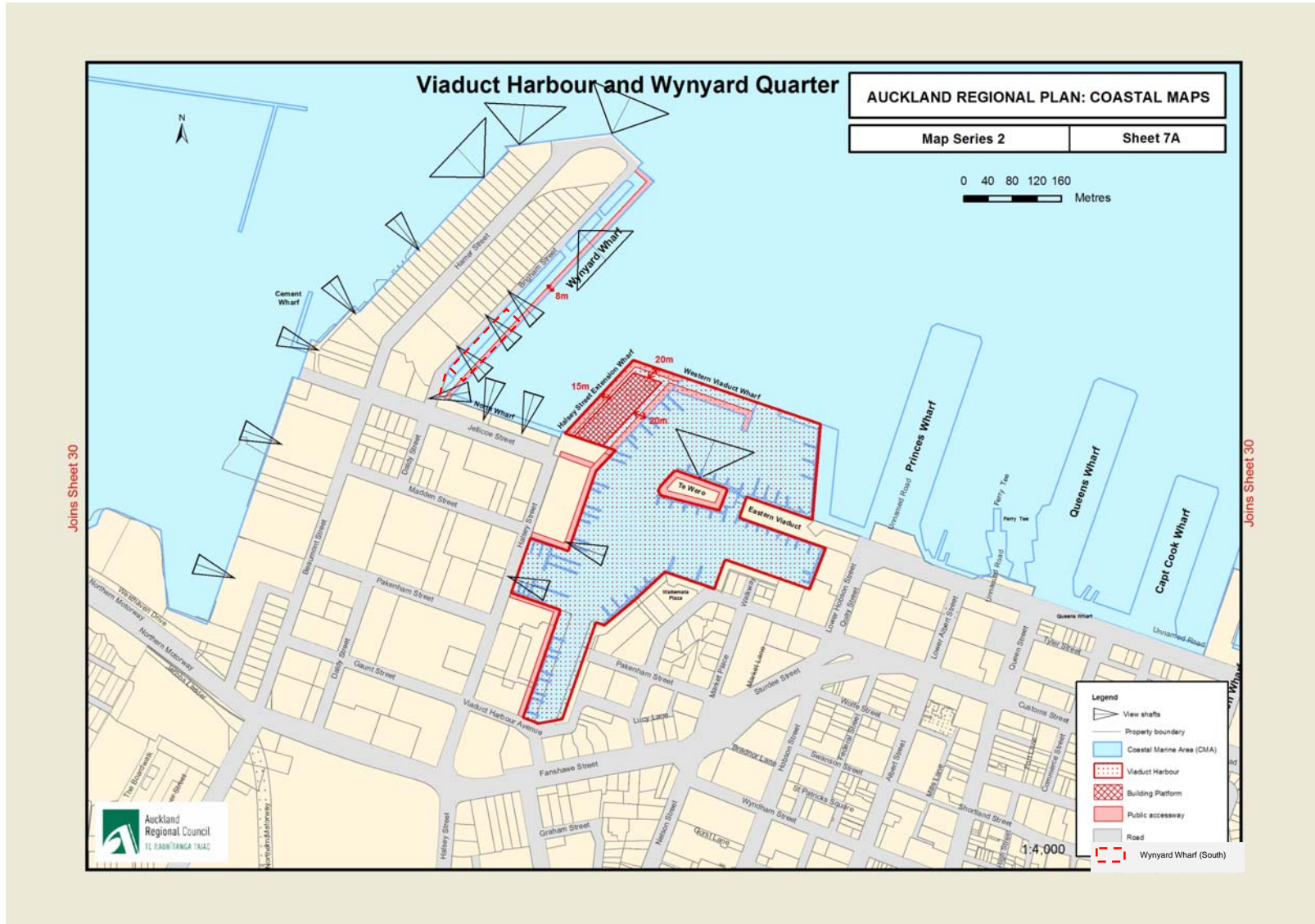
- Wynyard Wharf and North Wharf are shown as coastal marine area instead of land.
- Labels are included for Wynyard Quarter, Wynyard Point, Western Reclamation and Halsey Street Extension Wharf.
- The western boundary between Port Management Areas 2 and 4A is moved to the northern side of the Hamer St slipways.
- The eastern section of Port Management Area 2 is changed to '2A'.
- The western section of Port Management Area 2 is changed to '2B'.
- 'Viaduct Basin' is changed to 'Viaduct Harbour'.
- The green dotted line indicating the "limit of port occupation consent under s384A of the RMA" is shown more accurately by correcting the lines in the Viaduct Harbour.

Plan Map Series 2, Sheet 7A

- Wynyard Wharf and North Wharf are shown as coastal marine area instead of land.
- Labels are included for Wynyard Wharf, North Wharf, Western Viaduct Wharf.
- The spelling of 'Te Whero' is changed to 'Te Wero'.
- The land adjacent to the southern edge of the Halsey St Extension Wharf is no longer shown as Viaduct Harbour hatching.
- A building platform is included on the Halsey St Extension Wharf that is 20m from northern, and eastern edges and 15m from the western edge.
- A 10m wide public accessway is shown on the western and northern sides of the Halsey Street Extension Wharf.
- A line is included to show a boundary between Halsey Street Extension Wharf and Western Viaduct Wharf.
- A viewshaft is included across the Viaduct Harbour from Te Wero Island.
- The map is extended and the map heading changed to include all of Wynyard Wharf and Wynyard Quarter.
- A 8m wide public accessway is shown on the eastern side of Wynyard Wharf.
- Viewshafts are included around Wynyard Quarter.
- The southern end of Wynyard Wharf is marked as "Wynyard Wharf (south)".



Maps-2



Maps-3