Appendix 3 - Relevant Objectives and Policies

The objectives and policies considered most relevant to this project from the following RMA documents (both operative and proposed) are listed below in the following tables.

1. Auckland Regional Policy Statement
2. Auckland Council Regional Plan: Air, Land and Water
3. Auckland Council Regional Plan: Sediment Control
4. Auckland Council District Plan (Waitakere Section)
5. Proposed Auckland Unitary Plan.

1. Auckland Council Regional Policy Statement

Reference	Provision
2.6.1 Strategic Objectives	3. To achieve a compact well designed more sustainable urban form served by an integrated multimodal (private vehicles, public transport, walking and cycling) transport system. 4. To develop and manage the region's transport system including road, rail, ferry, bus, cycling and pedestrian networks and services in a manner that supports urban development and land use intensification. 6. To achieve a high level of mobility and accessibility within the Region that provides for an integrated, responsive, sustainable, safe, affordable and efficient movement of goods and people. 17. To enable the redevelopment, operation and maintenance of existing and provision of new regionally significant infrastructure. 18. To develop a network of High Density Centres and Intensive Corridors as the focus for the region's urban growth.
2.6.5 Strategic Policies - Urban Structure	3. To develop a network of High Density Centres and Intensive Corridors which are linked by high quality public transport ranging from frequent local bus services supplemented by express buses to rapid transit (rail, ferry, or bus) on separate rights-of-way. 5. The structure and sequencing of urban development in the High Density Centres and Intensive Corridors should support and be coordinated with the development, implementation and operation of the transport and infrastructure networks serving or traversing the area. 6. (ii) Intensive Corridors identified in Schedule 1 or in district plans, should provide for Compact Mixed Use Environments and other appropriately located employment areas, where this is compatible with the principal focus of the movement function of the corridor, and does not detract from maintaining public transport network efficiency and effectiveness.
2.6.8 Strategic Policies - Urban Design	1. The design of Future Urban Areas and the management and promotion of change in existing urban areas is to occur so that: (v) Public transport, roading, cycling and walking networks are integrated with each other and the land uses they serve; (vi) Roads (including new roads) and road improvements within higher density areas should be designed to provide a pleasant environment for cyclists, pedestrians and residents and minimise adverse effects on urban amenities; (vii) There is long term protection of public open space, and improvement in the quality, quantity and distribution of local open space;
2.6.11 Strategic Policies – Land	1. Land Use and Transport shall be integrated throughout the region to ensure that; …

Reference	Provision
Use and Transport	(i) within urban areas land use patterns provide communities with improved access to a range of services and activities and opportunities to work locally; (ii) within urban areas new urban development and subdivision provides for improved connectivity for all transport modes including walking and cycling; (iii) within urban areas new development and redevelopment provides for safe and attractive walking and cycling environments;... (viii) the roading system is developed and managed to be an efficient, safe and sustainable network, utilising, to its full extent, existing roading infrastructure; (ix) land use development along existing and proposed regional arterial roads identified in Appendix K or in District Plans, is to be managed to ensure that adverse effects on the transport function, or functions, and safety of these routes are avoided, remedied or mitigated; 2. Land use and Transport shall be integrated within High Density Centres and Intensive Corridors (refer to Policies 2.6.5) to ensure that: (i) High Density Centres and Intensive Corridors are able to be served by an efficient and effective public transport network; (iv) provision is made for transport improvements which deliver a multi-modal transport system (including walking and cycling) in a manner which supports quality, compact and contained High Density Centres and Intensive Corridors; ... (vi) High Density Centres and Intensive Corridors are not compromised by inappropriate transport infrastructure. This includes avoiding, remedying or mitigating the severance of communities; (vii) High Density Centres and Intensive Corridors and major public transport interchanges and stops should, where possible, develop as multipurpose destinations; ...
2.6.14 Strategic Policies – Infrastructure	1. The operation of existing regionally significant infrastructure and the provision of new or upgraded regionally significant infrastructure shall: (i) be consistent with the Strategic Direction of the Regional Policy Statement; (ii) support and reinforce the Regional Growth Strategy and the proposed outcomes of that strategy; and (iii) ensure that any adverse effects of those activities on the environment (including human health) are avoided, remedied or mitigated in a manner consistent with the relevant provisions of this RPS. 2. Provision is to be made to enable the safe and efficient operation, maintenance and development of regionally significant infrastructure which is necessary for the social and economic wellbeing of the region's people.

Reference	Provision
	4. The provision and operation of infrastructure, including transport infrastructure should support the development of high quality urban amenity. 5. In the operation of existing regionally significant infrastructure and the provision of new infrastructure consideration and appropriate provision is to be made for the following matters: (i) the avoidance of significant adverse effects (including cumulative adverse effects) on: (b) significant and outstanding coastal and natural landscapes, vegetation and fauna areas (c) amenity values throughout the whole of the region and the rural character of rural areas in the Region; (d) human health; where significant adverse effects cannot be avoided they shall be remedied or mitigated; (iv) environmental enhancement and/or remediation opportunities.
3.3 Objectives – Matters of Significance to Iwi	1. To sustain the mauri of natural and physical resources in ways which enable provision for the social, economic and cultural wellbeing of Maori. 3. To involve Tangata Whenua in resource management processes in ways which: (i) take into account the principles of the Treaty of Waitangi, including rangatiratanga; (ii) have particular regard to the practical expression of kaitiakitanga.
Policies 3.4 – Matters of Significance to Iwi	4 Waahi tapu and other ancestral taonga of special value to Tangata Whenua shall, where agreed by Tangata Whenua, be identified, evaluated, recognised and provided for in accordance with tikanga Maori, and given an appropriate level of protection. 10. The management of natural and physical resources shall take into account the effects on relevant Treaty claims and/or customary rights of Tangata Whenua.
4.3 Objectives –Transport	1. To develop a transport network which supports a compact sustainable urban form. 2. To avoid, remedy, or mitigate the adverse effects of transport on the environment and, in particular: (i) to avoid, remedy, or mitigate the adverse effects of transport on air quality, water quality and heritage; (ii) to reduce the need for the transport system to use non-renewable fuels; (iii) to avoid, remedy, or mitigate the adverse effects of the transport

Reference	Provision
	on community well-being and amenity. 3. To develop a transport network which provides an acceptable level of accessibility for all sections of the community within and across the region, by encouraging transport choices that are efficient, convenient or practical. 4. To develop a transport network which is as safe as practicable and which promotes better physical health for the community.
4.4.1 Policies – Transport	1. Land use and transport planning will be integrated in a way which (i) Seeks to reduce trip lengths and numbers and the need for private vehicle travel and encourages a significant increase in the amount of travel made by public transport, walking and cycling. (ii) Recognises that where access cannot yet be met conveniently, efficiently, effectively or practically by public transport, nor by viable walking or cycling, trips will continue to be made by private vehicle. (iii) recognises the need to reinforce an efficient and effective public transport system within and connecting High Density Centres and Intensive Corridors. 2. Development of the transport system will be guided in a way which: (i) Promotes the use of forms of transport which have fewer adverse effects on the environment; (ii) Reduces the environmental effects of transport at source; (iii) Reduces the need to use non-renewable fuels; (iv) Avoids, remedies, or mitigates the adverse effects of transport on air and water quality; (v) Avoids, remedies, or mitigates the adverse effects of transport in the modification of the landscape and the destruction of natural habitats and other heritage; (vi) Avoids, remedies, or mitigates the adverse effects of transport on local communities.
4.4.4 Policies – Transport	The public transport system will be integrated and managed to better enable existing and potential users to get to work, services, shops, educational, health, social and recreational facilities through: (i) improving the public transport system; (ii) improving walking opportunities and facilities; (iii) improving cycling opportunities and facilities.
4.4.7 Policies – Transport	1. Transport networks which promote the efficient movement of people, goods and services throughout the Region will be identified in the Auckland RLTS and district plans and will be required to be protected in district plans.

Reference	Provision
	2. The efficiency of congested transport Corridors will be increased by: (i) encouraging increases in person-carrying capacity (i.e., by supporting public transport, car pooling and high occupancy vehicles); (iii) encouraging walking and cycling. 3. Roading upgrades that accommodate more road vehicles should be used where: (i) congested transport Corridors are no longer able to be effectively managed by Policy 4.4.7.2; (ii) the social, cultural, economic and environmental benefits outweigh investment in alternative transport infrastructure or services. 4. The efficiency of congested transport corridors will be increased by encouraging shorter trips and recreational trips to be made by walking and cycling.
4.4.10 Policies – Transport	4. Take all reasonable steps to avoid, remedy or mitigate the adverse health effects of transport. 5. Ensure the use of personal safety and security measures in the management and development of the transport networks.
8.3 Objective – Water Quality	To maintain water quality in water bodies and coastal waters which have good water quality, and to enhance water quality which is degraded particularly for the following purposes: (i) Estuaries and harbours: protection of aquatic ecosystems, recreation, fishing and shellfish gathering, cultural and aesthetic purposes. ...
8.4.7. Policies – Stormwater and Sediment Discharges	1. All new developments discharging stormwater, whether allowed as a permitted activity or by a resource consent, shall adopt appropriate methods to avoid or mitigate the adverse effects of urban stormwater runoff on aquatic receiving environments. 3. All land disturbance activities which may result in elevated levels of sediment discharge shall be carried out so that the adverse effects of such discharges are avoided, remedied, or mitigated.
8.4.24 Policy – Tangata Whenua	Maori cultural and traditional values shall be recognised and provided for in the management of water quality.
10.3 Objectives – Air Quality	1. To avoid, remedy, or mitigate deterioration of air quality in the Region. 2. To avoid, remedy, or mitigate the adverse effects that arise from the discharge of contaminants to air, including those from:

Reference	Provision
	(i) motor vehicles; ... 3. To reduce the discharge to air of: (i) contaminants which are known to deplete stratospheric ozone, including chlorofluorocarbons, halons, methyl chloroform and carbon tetrachloride; (ii) greenhouse gases which contribute to global warming, including carbon dioxide, methane and chlorofluorocarbons
10.4.4 Policies - Air Quality	Adverse effects of emissions of contaminants to air from motor vehicles shall be minimised by: (ii) Promoting more efficient transport modes (including, but not restricted to, passenger rail and rail freight, buses and ferries, cycling and carpooling). (iii) Encouraging the use of less pollutive transport modes (such as walking and cycling)
11.3 Objective – Natural Hazards	To avoid, remedy, or mitigate the adverse effects of natural hazards on human life, property, infrastructure and the environment, while minimising the adverse effects of measures implemented to reduce the risks of natural hazards.
11.4.1 Policies – Natural Hazards	5. Development that results in changes in the volume of stormwater runoff during a flood event with a greater probability than 1% AEP shall not accelerate, worsen or exacerbate the adverse effects of a flooding hazard unless any adverse effects on other properties are avoided or mitigated 7. Any works or structures within the 1% AEP flood plain or overland flow path(s) shall not create or exacerbate a flood hazard, during a flood event with a greater probability than 1% AEP, either at the site or at any location upstream or downstream of the works or structures; unless: a. The adverse effects of the flood hazard are avoided, remedied, or mitigated; or b. The work or structure is required to avoid, remedy or mitigate the adverse environmental effects of a flood event; Works may include (but are not limited to) earthworks, riparian planting, piping of streams and the construction of culverts, bridges, retaining walls.
17.3 Objectives – Contaminated Sites	1. To remedy or mitigate any adverse effects of existing contaminated sites. 2. To ensure that appropriate remediation standards are achieved for contaminated sites.
17.4.1 Policies	2. Remediation of a contaminated site shall be required where the level

Reference	Provision
– Contaminated Sites	of contamination renders the site unsuitable for its existing or likely future use, or the site has an actual or likely adverse effect on the wider environment. 3. Remediation standards for a contaminated site shall be consistent with the existing and likely future use of the site and shall consider the risk to the environment posed by the site

2. Auckland Council Regional Plan: Air, Land and Water

Reference	Provision
Chapter 2 - Values	
Objective 2.1.3.1 Natural Values	To sustainably manage the quality and diversity of Auckland's natural values by: (a) Maintaining areas of high environmental quality; (b) Remedying or mitigating adverse effects on degraded natural and physical resources where these cannot be avoided; (c) Enhancing degraded areas where practicable.
Objective 2.1.3.3 Natural Values	To protect significant indigenous terrestrial and aquatic vegetation and the significant habitats of indigenous fauna, both terrestrial and aquatic from inappropriate use and development.
Objective 2.2.3.1 Use and Development	To enable appropriate use and development of air, land and freshwater resources while recognising the characteristics, constraints and availability of these resources.
Objective 2.2.3.2 Use and Development	To manage the use and development of natural and physical resources in a sustainable, efficient and integrated manner that is consistent with the strategic growth management provisions of the Auckland Regional Policy Statement and the Auckland Regional Growth Strategy.
Objective 2.2.3.3 Use and Development	To enable the use and development of air, land and water in a way that provides for the efficient use of land and supports increased urban densities within the Urban Areas.
Objective 2.2.3.4 Use and Development	To provide for the ongoing operation, maintenance, development and upgrading of physical infrastructure, in a manner that meets regional growth requirements and supports the economic, social and cultural wellbeing of the Region's people and communities and provides for their health and safety, while avoiding, remedying or mitigating adverse effects on the environment.
Objective 2.2.3.7 Use and Development	To maintain and where practicable to enhance the quality and amenity values of Auckland's air, land and freshwater resources.
Policy 2.2.4.1 Use and Development	Use and development of air, land and water within Urban Areas (the Metropolitan Urban Limits and rural and coastal settlements) is appropriate where: (a) it is consistent with the strategic directions of the Auckland

Reference	Provision
	Regional Policy Statement and the Auckland Regional Growth Strategy; and (b) adverse effects are avoided, remedied or mitigated.
Policy 2.2.4.4 Use and Development	The use, development, upgrading or maintenance of network utility infrastructure shall be considered appropriate where: (a) it is consistent with the strategic directions of the Auckland Regional Policy Statement; or (b) it is consistent with the Auckland Regional Growth Strategy; or (c) it is to improve environmental outcomes that result from the operation of this infrastructure; or (d) it is undertaken in an efficient and cost effective manner that recognises the community's ability to pay; and (e) significant adverse effects on natural and physical resources are avoided, remedied or mitigated.
Chapter 4 - Air Quality	
Objective 4.3.1 General	To maintain air quality in those parts of the Auckland Region that have excellent or good air quality and enhance air quality in those parts of the Region where it is poor or unacceptable.
Objective 4.3.2 General	To avoid, remedy or mitigate significant adverse effects from the discharge of contaminants into air on human health, amenity and the environment. In particular: (a) To achieve the National Environmental Standards for Ambient Air Quality and the Auckland Regional Air Quality Targets (given in Tables 4.1 and 4.2); (b) To maintain or enhance existing amenity within the Urban Air Quality Management Areas; and (c) To maintain existing levels of amenity within Industrial and Rural Air Quality Management Areas and the Coastal Marine Air Quality Management Area.
Objective 4.3.3 General	To avoid, remedy or mitigate the cumulative and synergistic impacts of discharges into air from individual sources, in particular from mobile sources and domestic fires in urban areas.
Objective 4.3.5 General	To avoid reverse sensitivity conflict from the discharge of contaminants into air where sensitive activities that have differing air quality expectations are located in close proximity to activities that discharge contaminants into air.
Objective 4.3.6 General	To minimise the discharge of contaminants into air from mobile sources while enabling sustainable development and protecting the health and

Reference	Provision
	social well being of the people of the Auckland Region.
Policy 4.4.16 Mobile Sources	Any land use proposals with transportation effects, and any new transport projects or proposals for redeveloping transport infrastructure which have the potential to adversely affect air quality, should be assessed at a level considered appropriate for the size and scale of the project or proposal, and shall consider the following: (a) Effects on human health; (b) Effects on regional and local air quality; and (c) Any alternatives or methods to mitigate effects on air quality or minimise the discharge of contaminants into air.
Policy 4.4.17 Mobile Sources	In the management of the road network, road controlling authorities shall consider adverse effects on air quality.
Policy 4.4.19 Mobile Sources	The development of passenger transport, ridesharing, cycling, walking, tele-working and other measures to reduce the need to use motor vehicles to move people and goods around the Auckland Region shall be encouraged and supported.
Chapter 5 - Discharges to Land and Water, and Land Management	
Objective 5.3.1	To protect, maintain or enhance the quality of land and water in the Auckland Region by: (a) Maintaining areas of high environmental quality; (b) Minimising adverse effects on degraded natural and physical resources where these cannot be avoided; and (c) Enhancing degraded areas where practicable. This shall be achieved by avoiding or minimising the adverse effects arising from (i) the discharge of sediment;... (iii) contaminant levels in stormwater runoff;... (viii) discharges from contaminated land;...
Objective 5.3.5	To prevent or minimise the adverse effects of stormwater and wastewater discharges.
Objective 5.3.8	To provide for and enable diversions and discharges associated with stormwater and wastewater within Urban Areas consistent with the Auckland Regional Growth Strategy and Sector Agreements while adopting the Best Practicable Option (BPO) to manage adverse effects on the environment.
Objective	Where necessary, to ensure that the remediation and/or management

Reference	Provision
5.3.15	of land containing elevated levels of contaminants including contaminated land, closed and operative solid waste landfills and cleanfills is undertaken to protect the environment and human health.
Objective 5.3.16	To recognise and support the sustainable use of land containing elevated levels of contaminants including contaminated land in a manner which provides for the community's social and economic well being, consistent with the provisions of District Plans.

3. Auckland Council Regional Plan: Sediment Control Plan

Reference	Provision
Objectives 5.1	5.1.1 To maintain or enhance the quality of water in waterbodies and coastal water. 5.1.2 To sustain the mauri of water in waterbodies and coastal waters, ancestral lands, sites, waahi tapu and other taonga.
Policy 5.2.1	Land disturbance activities which may result in the generation and discharge of elevated levels of sediment will be required to employ methods which avoid, remedy or mitigate adverse effects on the quality of water in waterbodies and coastal waters.
Policy 5.2.2	Land disturbance activities which may result in the discharge of elevated levels of sediment into waterbodies and coastal waters shall be considered inappropriate where they will have a significant adverse effect on:- (i) The qualities, elements and features which contribute to the natural character of areas of the coastal environment, (including the coastal marine area) wetlands, lakes and rivers and their margins; and which are identified in the Auckland Regional Policy Statement and the Auckland Regional Plan: Coastal as having outstanding or regionally significant ecological, landform, geological or landscape values. (ii) Outstanding and regionally significant natural features and landscapes as identified in the Auckland Regional Policy Statement and the Auckland Regional Plan: Coastal. (iii) Areas of significant indigenous vegetation and significant habitats of indigenous fauna as identified in the Auckland Regional Policy Statement and the Auckland Regional Plan: Coastal as having international, national and regional significance. (iv) Areas of significance to Tangata Whenua as identified in the Auckland Regional Policy Statement and the Auckland Regional Plan: Coastal. (v) Areas identified by Tangata Whenua in accordance with Tikanga Maori as being of special spiritual, cultural and historical significance. Unless the adverse effects can be avoided, remedied or mitigated.

4. Auckland Council District Plan (Waitakere Section)

Reference	Provision
Managing City Growth - Objective 0	To manage growth in such a way that will ensure the City develops and redevelops to achieve a sustainable compact urban form in a manner that appropriately manages adverse cumulative and reverse sensitivity effects. Growth should be focused in and around town centres and intensive corridors, and where appropriate enabled in neighbourhood centres and corridors. Growth should be integrated, particularly with the transport system, result in high amenity values, contribute to the management of population growth, provide employment opportunities, as well as provide appropriate community and business services. This objective can be achieved by managing the location, density, scale, form, character, timing and sequencing of urban and rural growth. In order to achieve sustainable urban consolidation, all urban activities including urban growth and development should be directed to areas inside the Metropolitan Urban Limit and managed in a manner that protects significant environmental values.
Managing City Growth – Policy 0.4	When designing new urban development at the site, neighbourhood or community levels, attention should be given to the following: • Provision is made for appropriate visual and activity connections to streets, according to location and the form of existing and expected future development, including the provision of streetscape design which encourages integration of the street with adjoining development; • As far as it is possible, development forms part of a comprehensive area plan which incorporates access to open space, community services, transport networks, work places and shops; • Emphasis is given to creating interconnected vehicle, walking and cycling routes, providing logical, attractive and safe linkages to activities within and beyond the site or areas; • Existing features such as significant streams, vegetation, heritage buildings/ sites, landscapes and views are adequately recognised and where possible protected and enhanced. In circumstances where protection and enhancement are not possible, some form of mitigation will be required to improve the sustainable values of the natural and built environment; • Potential conflicts between incompatible land 14 objectives, policies and methods uses are recognised and provided for, including through managing design, traffic and noise;
Managing City Growth - Policy 0.5	Public transport interchanges and other nodes should be provided for and/or upgraded in locations which will support existing or new land use activities such as intensive housing developments and employment/business areas.
Managing City Growth -	Improvements to transport networks, including public transport routes and roads will be encouraged, with a particular emphasis on

Reference	Provision
Policy 0.6	improvements required to achieve the form of development outlined in the above policies.
Effects on Water – Quality and Quantity - Objective 1	To manage the effects of landuse on the environment and, in particular, avoid, remedy or mitigate effects on the quality and quantity of the City's water resource, including maintaining: • the life-supporting capacity of water; • the ability to use aquatic ecosystems as a food source; • the availability of water as a healthy place of recreation.
Effects on Water – Quality and Quantity - Policy 1.7	Activities should be managed in a way that encourages the absorption of rainfall and surface water runoff on-site, avoids the creation or exacerbation of stormwater flooding problems off-site and minimises the runoff of surface water into stream catchments and waterways.
Effects on Water – Quality and Quantity - Policy 1.9	Activities should be carried out in a way that avoids modification to the structure and form of watercourses, riparian margins and coastal edges. Particular regard should be had for avoiding the piping and culverting of streams, and the effects of any earthworks.
Effects on Water – Quality and Quantity - Policy 1.10	Impermeable surfaces and stormwater infrastructure should be designed and managed in a way that avoids adverse impacts on water quality, including the life-supporting quality of water, arising from the discharge of stormwater into the City's watercourses.
Effects on Water – Quality and Quantity - Policy 1.12	Any point discharge to a waterway should be within the capacity of the receiving waters to absorb adverse effects in a way that harm to water quality and aquatic ecosystems is avoided. Where water quality and aquatic ecosystems are already adversely affected, methods such as riparian management and stormwater treatment should be used, to enable the quality of these ecosystems to be enhanced.
Effects on Native Vegetation and Fauna Habitat - Objective 2	To protect the City's native vegetation and fauna habitat, including protecting: • the quality and resilience of the resource; • the variety and range of species and their contribution to the biodiversity of the City; • their ecological integrity; • their healthiness as a potential source of harvest for cultural purposes.
Effects on Native	Where native vegetation is cleared, this should be carried out in a way

Reference	Provision
Vegetation and Fauna Habitat - Policy 2.4	that: • avoids high quality bush and locates in lower quality bush - clearing should take place in areas which avoid native vegetation on the site which may have greater significance than other native vegetation, as assessed in an ecological or landscape context • avoids notable trees, - the tree's significance being measured by whether it is: - highly representative of its species, or - of a rare species, or - of high value in providing for the local diversity of species, or - of a significant size and/or shape, or - of significance in a landscape context • minimises any edge effect on remaining native vegetation; • minimises adverse effects on ecosystems; • does not isolate or remove linkages between areas of native vegetation or fauna habitat; • does not impede the movement of native fauna; • avoids disturbance of root systems of remaining native vegetation.
Effects on Native Vegetation and Fauna Habitat - Policy 2.10	Activities should be carried out in a way that minimises coverage of the root systems of native vegetation.
Effects on Native Vegetation and Fauna Habitat - Policy 2.12	Infrastructure should be designed and located so that clearance of outstanding native vegetation is avoided, and clearance of significant native vegetation and significant and outstanding fauna habitat is minimised.
Effects on Native Vegetation and Fauna Habitat - Policy 2.15	Where activities result in an unavoidable adverse effect on native vegetation and fauna habitat, there may be a requirement to remedy or mitigate these adverse effects on or off the site.
Effects on Land (including soils) - Objective 3	To maintain the life-supporting capacity of the City's land resource.
Effects on Land (including soils) - Policy 3.2	Activities involving the disturbance of soil or rock and exposure of soils should be carried out in a way that avoids, or where unavoidable, remedies or mitigates any adverse effects on the surrounding topsoil and soil structure.

Reference	Provision
Effects on Land (including soils) - Policy 3.4	Activities should be carried out in a way that does not exacerbate slipping, subsidence, and/ or erosion of soils and any natural hazard event within an identified natural hazard area.
Effects on Air Quality/Atmospheric Quality - Objective 4	To manage the effects of land use on the environment and, in particular, to maintain air quality, including contributing to the maintenance of the atmosphere at a local, national and global level.
Effects on Air Quality/Atmospheric Quality - Policy 4.3	Pedestrian and cycle access should be designed and constructed in a way that facilitates the use of cycling and walking as transport methods, as means of avoiding the effects of motor vehicle emissions on air. This includes constructing them so that they are safe and easy to use, and choosing a route that maximises links with local neighbourhoods, shops, schools, community facilities, local recreation areas and town centres, and access routes to and through, where appropriate, the Green Network.
Effects on Air Quality/Atmospheric Quality - Policy 4.4	Roads should be designed and constructed in a way which minimises the adverse effects of motor vehicle emissions on air. This means reducing motor vehicle trip lengths and numbers, and alleviating congestion: • through appropriate traffic control; and, • by creating a roading pattern which maximises connections within and between local neighbourhoods, shops, schools, community facilities, recreation areas and town centres, taking into account natural topographic features; and, • by designing and constructing roads in a way which facilitates the use of alternative modes of transport that are less polluting than the private motor vehicle, such as passenger transport, cycling and walking.
Effects on the Spiritual Dimension (Mauri) - Objective 8	To protect and maintain those aspects of the environment that are of significance to tangata whenua, including: • protecting the spiritual dimension and the mauri (life force) of natural and physical resources and of humans; • recognising and protecting the kaitiaki of these resources and significant sites and waahi tapu within the City; • providing for those institutions that are integral to the relationship of tangata whenua with their environment; in a way that promotes the expression and practice of kaitiakitanga (guardianship).
Policy 8.1	Any activity that takes place within the City's coastal edges or riparian margins must be carried out in a way that adverse effects on the quality of the water resource, and the mauri of that waterway, taiapure or mahinga maataitai are avoided or, where unavoidable, are remedied or

Reference	Provision
	mitigated.
Effects on Amenity Values: Health and Safety - Objective 10	To maintain and enhance those natural and physical characteristics (amenity values) that contribute to the wellbeing of residents and workers, including maintaining: • an acceptable level of quiet and freedom from nuisance created by noise, odour, dust and vibration; • adequate levels of daylight and sunlight in dwellings; • adequate levels of darkness for sleep; • a safe environment; • an accessible environment, which includes enhancing public access to and along the coast and waterways and between areas of public land; • adequate levels of on-site privacy; • healthy air quality. This Objective is intended to achieve, at the very least, a minimum level of physical health and wellbeing for residents, workers and visitors. The Resource Management Act requires the District Plan to manage the effects of activities on the environment and humans. It also requires the Plan to have particular regard for the maintenance and enhancement of those natural and physical characteristics that contribute to people's appreciation of, amongst other things, its pleasantness. Any enjoyment or sense of pleasantness derived from the environment is fundamentally dependent on whether residents, workers and visitors find it a healthy place to be.
Effects on Amenity Values: Health and Safety - Policy 10.3	Activities should be managed in a way that any associated artificial lighting of roads, driveways, signs and sites and the exterior of buildings do not detract from the ability of occupants of surrounding buildings to achieve uninterrupted and adequate levels of sleep.
Effects on Amenity Values: Health and Safety - Policy 10.7	New public and semi-public spaces should shall be designed in a way that ensures the safety of all users and, in particular, should provide for: • overlooking (surveillance) of public and semi-public spaces from surrounding buildings during the day and where possible at night; • direct and efficient movement routes through such spaces; • adequate signage indicating connections with other routes, and the location of the space within the surrounding area for public reserves, walkways, and within Community Environments; • adequate lighting; • integration of pedestrian systems with vehicle routes; • the minimisation of any physical barrier to the reasonable movement of people within any public space.

Reference	Provision
Effects on Amenity Values: Health and Safety - Policy 10.10	Any activity that generates vibration should be carried out in a way that does not cause a nuisance, or otherwise have an adverse effect on the health of occupants of adjacent properties.
Effects on Amenity Values: Health and Safety - Policy 10.16	Driveways, carriageways and carparking areas should: • be laid out in a way that provides for the safe circulation of vehicles and pedestrians; • be of sufficient design quality to ensure the safe passage of motor vehicles, cyclists and pedestrians and discharge of stormwater; • be designed to avoid edge fretting; • allow safe, ready access to adjoining sites
Effects on Amenity Values: Health and Safety - Policy 10.28	Public open space should provide for the recreation needs of the city's residents by: • Providing for a range of activities, facilities and experiences in existing and new parks • Ensuring that development is appropriate to the size and function of a park • Ensuring that development in parks is well designed, located and maintained particularly with respect to adjoining properties
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Objective 11	To achieve a quality of settlement and associated activities within each of the City's Human Environments which is sympathetic to, and protects and enhances, the dominant natural and physical (including building) features which contribute to the amenity value and the neighbourhood character of an area, including maintaining and enhancing: • the quality and character of different patterns of settlement within the City's intensively settled residential areas; • the pedestrian-oriented amenity values of the town centres and the character of those areas as retail centres;
Policy 11.2	Activities should be managed in a way that avoids the clearance of or damage to trees and vegetation, to extent that the following characteristics are adversely affected: • the visual dominance of trees on private property within the neighbourhoods of the Living Environment; • the remnant native vegetation within the urban Human Environments; • the remaining native vegetation along riparian margins and coastal edges in the urban area and Foothills Environment; • the shelter trees along fencelines and clumps of vegetation within the pastoral landscape of the Countryside Environment;

Reference	Provision
	• the mixture of native and exotic vegetation and the scattering of native vegetation along ridgelines and stream edges in the Foothills Environment; • the lines of trees along road edges within the Transport Environment; • the amenity value associated with native vegetation and its relative significance in all parts of the City; • the historic and cultural value of trees associated with the above characteristics; provided that nothing in this policy should prevent the removal of species identified in the Environmentally Damaging Plants List.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.3	Buildings and structures should be located so that they maintain the neighbourhood character, visual amenity of the surrounding area and the characteristic streetscape of the area, including providing for: • the overlooking of streets by buildings; • maintaining characteristic links between private and public space arising from the orientation of buildings and the way they face the street; • the setback of buildings from the road boundary where appropriate; • planting of section frontages; • the expectation that buildings be constructed according to a street frontage typology where such streets have been identified within the plan. in a way that gives particular regard to variations in amenity values, and neighbourhood character.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.4	Structures (including infrastructure) within the Transport Environment should be of a scale (height, form and bulk), and designed, located and managed in a way that the adverse effects on the amenity values and neighbourhood character of any surrounding Environments and which enhances the amenity of the Transport Environment itself. In particular, structures should: • be compatible with the existing streetscape, including the links between streetscape and the neighbourhood character and amenity of the surrounding Environments; • minimise impact on views from adjacent sites; • minimise the removal or damage to existing native and exotic vegetation; • minimise physical domination and intrusion into the privacy of adjoining sites; • located so that planting of road berms can be provided for.
Effects on Amenity	New public open space should be designed and located in a way that:

Reference	Provision
Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.5	• minimises isolation and separation of such space from public roads; • maximises access to local neighbourhoods (where that is compatible with the role such open space may have within the Green Network); • where possible, creates or contributes to a neighbourhood focal point; • ensures, where appropriate, integration with the objectives and policies relating to the Green Network; • enhances practical public access linkages between areas of public open space, roads, and to and along waterways and the coast; • enhances the amenity values of the surrounding Environment and neighbourhood character.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.6	New roads must be designed and constructed in a way that is consistent with: • the integration with safe and efficient pedestrian and cycle routes; • the enhancement of the surrounding streetscape; • the provision of planting; • the protection of the amenity values and neighbourhood character of the surrounding area.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.7	Infrastructure should be designed and managed in a way that: • will maintain, and not adversely affect the amenity values and neighbourhood character of the surrounding area, including streetscape character; • placement on sensitive ridgelines in a way that visual intrusion above that ridgeline when viewed from a public place is avoided, or where unavoidable, remedied or mitigated; • does not detract from the significance to tangata whenua of any ridgeline; • minimises disturbance of natural and physical features; • does not physically dominate adjoining sites; • minimises adverse effects on the Upper Waitemata Harbour.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.15	Activities on main shopping streets within town centres shall be designed, located and managed to promote: • a high standard of urban design and amenity, including weather protection for pedestrians; • buildings will be expected to be designed according to the street frontage typology where identified within the District Plan. • interesting building facades at street level; • the minimisation of conflict with motor vehicles so that the

Reference	Provision
	connection between pedestrian areas and retail spaces is retained. Particular regard should be had for the location of vehicle access, storage and off-street parking away from the area where a building fronts a footpath.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.23	Activities and structures should be designed, located and carried out in a way that maintains and enhances the particular character and amenity of the City's Special Areas. Particular regard should be given to ensuring that the character and amenity arising from the unique complex of activities within each Special Area is maintained, and in the case of the Quarry and Balefill Special Areas, the site should be restored to a level of amenity similar to the surrounding area when current active use of the site ends.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.24	Activities within the Lincoln Road Working Environment should be designed, located and carried out in a way that recognises and provides for: • the higher standard of amenity that exists in this area relative to other Working Environments; • the maintenance of a range of location choices for businesses.
Effects on Amenity Values – Landscapes, Local Areas and Neighbourhood Character - Policy 11.32	Public open space should be managed in a way that balances the needs of the city's residents for recreational opportunities with the protection of the natural environment by: • ensuring that the management and development of recreational facilities on land in the Open Space Environment is sensitive to the natural landscape elements and qualities • protecting outstanding natural features and vegetation in the Green Network from development • ensuring that where necessary the natural environment is enhanced by planting and/or restoration • maintaining the infrastructure and facilities on parks to provide a high level of environmental amenity
Effects on Heritage - Objective 12	To manage the effects of activities on the City's valued heritage in a way that: • maintains its variety and complexity; • recognises and protects its national, regional and local significance; • protects the links between particular heritage objects and the surrounding context;
Effects on Heritage -	Activities should be carried out in a way that avoids or minimises adverse effects on the City's valued natural heritage, including the extent and

Reference	Provision
Policy 12.1	range of species. Particular regard shall be had for protecting native vegetation and fauna habitat, and rare or threatened fauna species.
Effects on Heritage - Policy 12.6	Activities should be carried out in a way that avoids the clearance of any listed heritage vegetation, provided that any such vegetation may be cleared where: • the vegetation is a threat to the health and safety of residents; • the vegetation has been certified as carrying a disease contagious to other vegetation, and/or is dying.
Effects on Heritage - Policy 12.7	Activities within the dripline of any listed heritage tree should avoid any adverse effect on the health of the tree including: • altering the soil levels or water table by addition to or excavation or compaction of soils; • damage to root systems; • damage to the tree from fires or storage of materials; • release of toxic substances; • introducing environmentally damaging plants.

5. Proposed Auckland Unitary Plan

Reference	Provision
Chapter B - Regional Policy Statement	
B2.2 A Quality Built Environment Objective	1. A quality built environment where development, including subdivision, across the site, street, block, neighbourhood and city scales: a. recognises Auckland's sense of place and enriches its landscape, character, heritage and legibility (identity) b. provides for a rich mix of choice and opportunity for our communities and can adapt to changing needs (diversity) c. considers and reinforces use, activity centres, energy systems and movement networks which are well connected and provide convenient and equal access for all (integration) d. supports and optimises the full potential of a site's intrinsic qualities, including its shape, landform, outlook and relationship to its surroundings (efficiency).
B2.2 A Quality Built Environment Policies	1. Require development to be designed to integrate all elements of a place, buildings or space into a coherently designed solution. 2. Design development to respond positively to the site, its context and the planned future character of the place, and to reinforce the role of the public realm as the primary place for public interaction. 3. Require development to contribute to the safety of the street and neighbourhood. 4. Encourage development which is designed for change of use through time. 5. Design development with a level of amenity that enables long term options for living and working. 6. Encourage development to be designed to have equal access for people of all ages and abilities. 7. Require a high standard of design in areas of residential and business intensification. 9. Design streets and block patterns that maximise connectivity, provide for a range of travel options and have a high standard of amenity and safety for pedestrians and cyclists to promote walking and cycling.
B2.6 Public open space and recreation Objectives	2. The protection and enhancement of the natural environment of public open spaces and cultural heritage places. 3. The recreational needs of Aucklanders are met through the provision of sufficient public open space, particularly in intensified urban areas.

Reference	Provision
B2.6 Public open space and recreation Policies	5. Ensure public open space and recreation facilities are in locations accessible to users. 6. Connect public open spaces physically and visually, to create a network that enables people and wildlife to move around efficiently and safely. 7. Protect and enhance the landscape, heritage (archaeological, historic and cultural) and natural values (ecological and biodiversity) of Auckland's open spaces.
B2.7 Social Infrastructure	2. Social infrastructure is located where it is accessible by a range of transport modes.
B2.7 Social Infrastructure Policies	4. Improve connections between social infrastructure and public transport, cycling and walking networks.
B3.2 Significant Infrastructure and Energy Objectives	1. Resilient infrastructure and a high quality service 2. The benefits of significant infrastructure which service the wider community, Auckland or New Zealand are recognised, including: a. the essential services provided by infrastructure networks, which provide for the functioning of communities, businesses and industry b. enabling economic growth c. providing for public health, safety and the well-being of people and communities d. contributing to a well functioning and liveable Auckland e. protecting the quality of the natural environment f. enabling interaction and communication. 3. Development, operation, maintenance, and upgrading of significant infrastructure is provided for and enabled, while managing any adverse effects it may have on: a. areas with significant landscape, cultural and historic heritage, and natural ecological and biodiversity values b. the health, safety and amenity of communities.
B3.2 Significant Infrastructure and Energy Policies	1. Provide for the efficient development, use, operation, maintenance and upgrading of secure and reliable infrastructure. 2. Increase the resilience and security of infrastructure through work that: a. enhances the reliability of networks and services b. improves Auckland's ability to respond and recover from unexpected and adverse events c. manages the risks associated with natural hazards and the effects of climate change. 8. Where new or major upgrades to significant infrastructure are proposed

Reference	Provision
	within those overlays identified to protect landscapes, natural historic heritage , ecological, biodiversity values and scheduled sites and places of significance to Mana Whenua, the following matters must be considered when balancing the development against the protection of these places: a.the economic and social benefits derived from significant infrastructure b. whether the significant infrastructure has a functional need to located in the proposed location. c. the need for utility connections across or through such areas to enable an effective and sustainable network. d.whether there are any reasonably practicable alternative locations, routes or design which would reduce any adverse effects e. the extent of existing adverse effects f. the type, scale and extent of adverse effects on the values of the area, taking into account: i. scheduled sites and places of significant to Mana Whenua ii. significant public open space areas, including harbours iv. high-use recreation areas v. natural ecosystems and habitats vi. the extent to which the adverse effects can be avoided, remedied or mitigated. 9. Manage the adverse effects on the health and safety of communities and amenity values from new and/or major upgrades to significant infrastructure. 10. Encourage the co-location and co-siting of infrastructure in existing and new urban areas, and the use of existing infrastructure corridors, subject to operation and technical feasibility.
B3.3 Transport Objectives	1. An effective, efficient and safe transport system that supports the integrated movement of people, goods and services throughout Auckland and to other regions and nations. 2. An effective, efficient and safe integrated transport system that is integrated with, and supports, a quality, compact form of urban growth and associated land use. 3. A well developed, operated and maintained transport system that manages potential adverse effects on the natural environment and the health, safety and amenity of people and communities. 4. A transport system that facilitates transport choices and enables accessibility and mobility for all sections of the community.
B3.3 Transport	1. Enable the effective, efficient and safe development, operation and maintenance of an integrated intra-regional and inter-regional transport

Reference	Provision
Policy	system including: a. state highways and all other roads, including the rural road network e. the public transport network, including the development and operation of bus and train stations and stops, bus way, park and rides, ferry wharves and terminals f. pedestrian and cycle networks. 2. Support the management of Auckland's transport system to optimise, in an effective, efficient and safe manner, the people and/or goods carrying capacity of transport routes recognising the full range of trips being undertaken throughout Auckland by all sections of the community. 5. Recognise the arterial road network needs to be managed to provide priority to public transport and freight movements. 7. Manage the increase in transport movements associated with development which is in accordance with the quality compact form of urban growth provided for in the Unitary Plan while recognising that there may be increased delays in some locations and during some periods of the day. 8. Provide for the development of additional road capacity along those corridors where: a. the management of travel demand alone is not able to provide for increased movement b. the effective, efficient and safe movement of public transport services and/or freight is required c .there is a need to provide priority to cyclists and pedestrians. 10. Avoid, remedy or mitigate the potential adverse effects associated with the use or operation of transport infrastructure on community health by: a. developing an urban form which supports more energy efficient and active modes of transport, such as buses, walking and cycling, and provides opportunities to reduce both the number and length of vehicle trips b. requiring new roads to incorporate noise mitigation to protect sensitive activities from adverse noise effects. 11. Avoid, remedy or mitigate potential adverse effects from the transport system on community safety by: a. ensuring all transport infrastructure (including new vehicle access) is designed to facilitate the safe movement of people and goods by managing potential conflicts between pedestrians, cyclists and vehicles b. ensuring safe and secure environments for transport projects c. providing for the transport needs of people with special mobility requirements, including the young, aged and those with disabilities d. providing for maintenance and construction works to be undertaken in a manner that reduces conflict with the movement of pedestrians, cyclists and vehicles.

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	12. Avoid, remedy or mitigate the potential adverse effects of transport infrastructure on amenity values and ensure that transport infrastructure is designed, located and managed to: a. integrate with adjoining land uses taking into account their planned use, intensity, scale, character and amenity b. effectively provide pedestrian and cycle connections.
B4.3.3 Trees and vegetation Objectives	1. Auckland's sense of place and identity is maintained and enhanced through the recognition and protection of the contribution of trees and vegetation to our cultural and natural heritage. 2. The contribution of trees and vegetation to the maintenance of indigenous biodiversity, and the provision of ecosystem services including soil conservation, water quality, stormwater control and the mitigation of natural hazards is recognised and enhanced. 3. The retention of trees and groups of trees in urban areas which contribute to neighbourhood amenity and character are promoted.
B4.3.3 Trees and vegetation Policies	2. Promote the values that trees provide in urban areas and neighbourhoods. 4. Promote the appropriate planting and maintenance of trees on public and private land. 5. Recognise the benefit public trees provide within streets and public open space while acknowledging the multiple uses of these spaces.
B5.2 Mana Whenua Objectives	1. Mana Whenua values, mātauranga and tikanga are properly reflected and accorded sufficient weight in resource management decision-making. 2. The mauri and the relationship of Mana Whenua with freshwater, geothermal, land, air and coastal resources is enhanced. 3. Mana Whenua are involved and empowered in the management of natural resources.
B5.2 Mana Whenua Policy	3. Ensure that resource management decisions take into account relevant iwi and hapu resource management plans. 4. Promote the preparation of a cultural impact assessment for activities that may adversely affect the values of Mana Whenua 7. Require resource management decisions to have particular regard to potential impacts on: a. the exercise of kaitiakitanga b. mauri, particularly in relation to freshwater and coastal resources
B5.4 Mana Whenua Objectives	1. The tangible and intangible values of Mana Whenua cultural heritage are identified, protected and enhanced. 2. The relationship of Mana Whenua with their cultural heritage is provided

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	for.
B5.4 Mana Whenua Policy	7. Manage the impact on unidentified sites and places of significance to Mana Whenua that are uncovered during subdivision, use and development by: a. requiring a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin b. undertaking appropriate actions in accordance with mātauranga and tikanga Māori c. undertaking appropriate measures to avoid adverse effects.
B6.1 Air Objective	1. Air discharges and the use and development of land are managed to improve air quality, enhance amenity values and reduce reverse sensitivity in Auckland's urban areas and to maintain air quality at existing levels in rural and coastal marine areas. 4. Adverse effects of air discharges on human health, property and the environment are avoided, remedied or mitigated including those from: e. motor vehicles.
B6.1 Air Policy	4. Reduce the impacts of air contaminant discharges from motor vehicles on human health and the environment by: c. supporting the development of passenger transport, ride sharing, cycling, walking, working from home and other measures to reduce the need to use motor vehicles to move people and goods around Auckland d. avoiding and mitigating the adverse effects on human health associated with high traffic generating activities and major new transport projects.
B6.3 Freshwater Objectives	5. The adverse effects of stormwater runoff and wastewater discharges on communities, freshwater systems and coastal waters are minimised and existing adverse effects are progressively reduced.
B6.3 Freshwater Policy	3. Manage use and development, discharges and other activities to avoid where practicable, and otherwise minimise and reduce: e. the adverse effects of discharges on the quality of freshwater and coastal waters by: i. reducing the potential for contaminants generated on or discharged to land at both point source and non-point sources to enter surface water and groundwater ii. requiring management and treatment of discharges and contaminants iii. managing land use activities that generate and discharge

Reference	Provision
	contaminants iv. adopting the best practicable option for managing stormwater and wastewater network diversions and discharges 4. Use opportunities provided by land use change, development and redevelopment to progressively improve the quality of freshwater and coastal waters. 9. Minimise the loss of sediment from land use, development and manage sediment discharges into surface water bodies and coastal water by requiring land disturbing activities to be designed and undertaken to: a. retain soil and sediment on land and not discharge it to surface water bodies and coastal water, as far as practicable b. use industry best practices and standards appropriate to the nature and scale of the land disturbing activity and the sensitivity of the receiving environment to minimise sediment discharges c. limit the amount of land being disturbed at any one time to minimise the risk to receiving environments particularly where the: i. nature of the soil type or topography is likely to result in increased sediment loss; or ii. resulting sediment laden discharge is likely to adversely affect sensitive areas. 10. Manage the adverse effects of use, development, and the discharge of contaminants from stormwater networks in urban areas on freshwater systems and coastal waters by: a. using land use change and development opportunities to reduce the adverse effects of existing land use b. controlling the extent of impervious surfaces to minimise adverse effects on rivers and streams, the capacity of the stormwater network, flood risk and overflows from the sewer network; c. controlling stormwater volumes and runoff from use and development in areas that discharge to rivers and streams that are identified as being susceptible to the adverse effects of increased stormwater flows d. minimising the generation and discharge of stormwater and contaminants to the stormwater network e. adopting the best practicable option to manage discharges from public stormwater networks and enabling prioritised improvements to those networks and reduction in adverse effects on a catchment, network or receiving environment basis.
B6.5 Land – contaminated Objective	1. Human health and the quality of air, land and water resource in Auckland are protected by the identification, management and remediation of land containing elevated levels of contaminants.
B6.5 Land –	1. Identify potential and confirmed land containing elevated levels of

Reference	Provision
contaminated Policies	contaminants in Auckland based on the following priorities: a. sites known to have supported contaminating land use activities in the past. b. sites with signification potential risk to human health. 2. Land that has not been investigation but which has a likelihood of contamination due to the type or nature of prior land uses will be noted by the council as being potentially contaminated. 3. Remediate land containing elevated levels of contaminants where: a. the level of contamination renders the site unsuitable for its existing or potential use b. the contaminants are generating adverse effects on the environment c. there is a high risk of contamination spreading beyond the site d. development or subdivision of land is proposed.
B6.7 Natural hazards objectives	1. Reduce risk to people, property and infrastructure from natural hazards while minimising any adverse effects on the environment. 2. Protect the natural functions of floodplains and overland flow paths from the adverse effects of development and infrastructure.
B6.7 Natural hazards policies	2. Undertake hazard identification and risk assessment for subdivision, use and development using the best available and up-to-date hazard information.
B9 – Responding to Climate Change Objectives	1. Auckland continually responds and adapts to the existing and future effects of climate change. 2. Auckland increase renewable energy use and maximise energy efficiency which will reduce emissions that contribute to the adverse effects of climate change.
B9 – Responding to Climate Change Policies	1. Increase energy efficiency, the use of renewable energy and carbon sinks to contribute to the mitigation of the adverse effects of climate change in Auckland by: a. integrating land use and transport to enable an increase in the use of public transport networks and active modes such as walking and cycling.
Chapter C - Auckland-wide Objectives and Policies	
C1.1 Infrastructure Objectives	1. The benefits of infrastructure are recognised. 2. The adverse effects of infrastructure are managed.

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	3. Safe, efficient and secure development, operation and upgrading of infrastructure is enabled, to service the needs of existing and planned use and development 4. The resilience of Auckland's infrastructure is improved.
C1.1 Infrastructure Policy	1.Recognise the positive social, economic, environmental and cultural effects that infrastructure provide, including: a. enabling enhancement of the quality of life/standard of living for people and communities b. protecting public health and safety c. enabling the functioning of businesses d. enabling economic growth e. protecting the environment f. enabling the transportation of freight, goods, people g. enabling interaction and communication 4. Require the development, upgrading, operation, repair and maintenance of infrastructure to avoid or mitigate adverse effects on the: a. health, well-being and safety of people as a result of nuisance from noise, vibration, dust and odour emissions and light spill b. safe and efficient operation of other networks c. visual amenity values of the streetscape and/or adjoining properties d. natural and physical environment from temporary and ongoing discharges e. intrinsic values of any scheduled sites or overlay areas. 5. Assess the adverse effects of development of new infrastructure, considering: a. the degree to which the environment has already been modified b. the duration and timing and frequency of the adverse effects c, the impact on the network and levels of service if the new work is not undertaken d. the need for the infrastructure in the context of the wider region e. the benefits to the wider community and/or Auckland provided by the infrastructure 10.Provide for the construction, use, operation, maintenance and development of the road network in a manner which: a. contributes to the operation of the single integrated multi-modal transport system b. provides for the transport movement and accessibility functions of

Reference	Provision
	the road c. provides for the placemaking functions of the road d. provides for a range of transport infrastructure, streetscape amenities, and network utility services within the road. 11. Provide access to the road network which is safe and efficient and minimises conflict between the placemaking, movement and access functions of roads. 12. Undertake or require works to be undertaken in an existing or planned road, in a manner which will achieve positive movement, access and placemaking outcomes taking into account: a. the functions, priorities and operational characteristics of the road b. the characteristics of the location c. the place/context design typology which is appropriate to the design of a road in the particular location. d. any historic heritage or special character context e. the selection, location and installation of streetscape amenities, such as seating, cycle parking, plaques and memorials, public art, litter bins, public toilets and drinking fountains, to: i. enhance the street environment ii. avoid visual clutter iii. avoid impeding or causing a hazard for people including those with mobility or visual impairments, aged people or children f. design principles for streets and the street design process.
C1.2 Transport Objectives	1.Land use and all modes of transport are integrated in a manner that enable the adverse effects of traffic generation on the transport network to be managed 2. An integrated public transport, walking and cycling network is provided for.
C1.3 Use of designations in within the road corridor Objective	Designations in the road corridor are used only where necessary to protect existing and future infrastructure and provide for infrastructure development, while minimising restrictions on transport functions, utility services and other users of the corridor.
C1.3 Use of designations in within the road corridor Policies	1. Encourage requiring authorities to designate within the road corridor only when there is no other effective alternative to: a. protecting the route or locating infrastructure to enable construction and operation where it is likely that future development and uses may impose restriction and/or result in reverse sensitivity concerns. c. provide for complex projects or works where they cross multiples

Reference	Provision
	areas/zones/roads. 2.Encourage requiring authorities seeking designations in accordance with the policy above to a. explore other mechanisms enabling route or asset protection, such as the Utilities Access Act 2010 and the CAR process b. where practical, minimise restrictions on other users, especially those involved in ongoing operation, maintenance, upgrading and improvement of the road corridor, and network utility infrastructure located in the road corridor by: i. specifying in the notices of requirement how any legal rights of access to the corridor including those of the corridor manage and network utility operators, will be managed during/after construction. ii. reducing the spatial extent of the designation – breadth, depth, and height to the minimum requirement for the relevant phase of development and considering uplifting the designation where practical. 3. Specify the information requiring authorities must provide when designating any part of a road corridor, including the spatial extent of the proposed designation – breadth, depth and height – for the different phases of development including planning, construction and operation of the finished work.
C4.1 Trees in streets and public open space Objectives	1. Trees in streets and public open space that contribute to cultural amenity, landscape and ecological values are protected. 2. There is an increase in the quality and numbers of trees planted in streets and public open space particularly within areas identified for intensified living. 3. Enable the efficient maintenance and upgrading of utilities in streets provided there is not net loss in the values of trees or groups of trees.
C4.1 Trees in streets and public open space Policies	1. Balance the efficient maintenance and upgrading of infrastructure and utilities with the protection of trees and groups of trees in streets. 2. Encourage ongoing planting and maintenance to enhance trees in public open space. 3. Manage trees within streets and public open space to protect their ecological and amenity values while acknowledging that multiple uses occur in streets and public open space. 4. Encourage the use of indigenous trees and vegetation for planting within streets and public open space, where appropriate, to recognise and reflect cultural, amenity, landscape and ecological values.
C5.1 Air Objectives	1. Air quality is maintained in those parts of Auckland that have excellent or good air quality, and air quality is enhanced in those parts of Auckland where it is poor. 2. Air discharges, including PM10 and PM2.5 (particle pollution, or

Reference	Provision
	particulate matter), are reduced to protect public health and amenity, and to meet national and Auckland Ambient Air Quality Standards (AAAQS) in Table 1. 3. Human health, amenity values, property and environment are protected from significant adverse effects of air contaminants.
C5.1 Air Policies	4. Manage the air quality in the CMA and urban areas by a. avoiding offensive or objectionable odour, dust, particulate, ash, smoke, fumes, overspray and visible emissions. d. minimising adverse air quality effects from urban and marine activities. 9. Require applications for land use consent or designation for a high traffic-generating activity to demonstrate that: a. any potential discharges of pollutants to air from vehicles have been assess using best practice methods such as modelling and monitoring, appropriate to the scale of the discharge and any potential adverse effects. b. the combined concentrations of air discharges arising from the activity and background levels will not cause adverse effects on human health or on regional or local air quality, and will meet the AAAQS in Table 1 c. easy access to public transport is available so that people have and alternative to private vehicles. d. Access to and the layout and design of the land use or activity facilitates walking or cycling as a practical alternative to the use of private motor vehicles for trips to/from activity 10. Avoid or minimise adverse effects from motor vehicle emissions on activities sensitive to air discharges by separating these activities from significant motor vehicle emission sources.
C5.2 Earthworks Objectives	1. Earthworks are undertaken in a manner that protects people and the environment. 2. The risk of natural hazards is not increased by earthworks. 3. Sediment generation from earthworks is minimised.
C5.2 Earthworks Policies	2. Manage earthworks to: a. retain soil and sediment on the land, and not discharge it to water bodies and coastal water by use of best sediment and erosion control practices b. limit the amount of land being disturbed at any one time, particularly where the soil type, typography and location is likely to result in increased sediment runoff or discharge c. not create or exacerbate the risk of natural hazards

Reference	Provision
	d. avoid, remedy or mitigate noise, vibration, odour and other amenity effects, traffic and human health effects e. maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering f. minimise the loss of sediment during rain events and its subsequent discharge into surface water bodies and coastal water g. require the use of best industry practices and standards for on-site sediment treatment or removal methods relative to the nature and scale of the activity to reduce the amount of sediment discharge. 3.Manage earthworks within the 1 per cent AEP floodplain to ensure: a. they do not exacerbate flooding, either at the site or at any location upstream or downstream of the works b. there is no significant permanent reduction of waterway area or loss of flood plain storage. 4. Manage the impact of Mana Whenua cultural heritage that are discovered during development or land use by: a. requiring a protocol for the accidental discovery of koiwi, arechology and artefacts of Māori origin b. undertaking appropriate actions in accordance with mātauranga and tikanga Māori c. undertaking appropriate measures to avoid adverse effects. Where adverse effects cannot be avoided, effects are remedied or mitigated.
C5.6 Contaminated land Objective	1. Land containing elevated levels of contaminants is managed to protect human health and the environment and to enable this land to be used for suitable activities now and in the future.
C5.6 Contaminated land Policies	1. Identify land containing elevated levels of contaminants by: a. requiring a site investigation of land being redeveloped or subdivided, having regard to the potential for contamination from past activities b. recording the details of actual or potentially 2. Require any proposal to use or develop land containing elevated levels of contaminants to remedy or manage the contaminated land to a level that: a. protects human health to a level appropriate for the proposed land uses. b. protects the environment to a level appropriate for existing and proposed land uses c. allows contaminants to remain in the ground/groundwater, where it can be demonstrated that the level of residual contamination will not

Reference	Provision
	pose a significant adverse effect on human health or the environment. d. avoids adverse effects on potable water supplies e. avoids remedies or mitigates significant adverse effects from contaminated discharges to air, land and water on ecological values, water quality and amenity values. 3. Decisions on the use, development, management or remediation of land containing elevated levels of contaminants must in addition to the matted in Policy 2 above takes into account the following: a. the physical constraints of the site and operational practicalities b. the financial implications of the investigation, remediation, management and monitoring options c. the requirement of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2012 d. the provision of a detailed site investigation (contaminated land), remedial action plan (contaminated land), site validation report (contaminated land) and site management plan (contaminated land) that quantifies the adverse effects and the methods to avoids remedy or mitigate these effects and to undertake monitoring of the site. e. the use of best practice contaminated land management for the identification, monitoring and remediation procedures f. adequate measure are in place for the transport, disposal and tracking of soil and other material removed from the site to prevent adverse effects on the environment. 4. When considering Policies 2 and 3 above, the council will have regard to the following documents, where they are relevant to the type of land contamination: a. current edition of the Petroleum Guidelines October 2011 b. current edition of the Contaminated Land Management Guidelines No. 1, 2 and 5 October 2011.
C5.13 Flooding Objective 2	2. Development or redevelopment necessary in existing flood prone areas is designed and managed to prevent any increase in flood -related risks.
C5.13 Flooding Policies	12. Manage earthworks within the 1 per cent AEP floodplain so: a. they do not exacerbate flooding, either at the site or at any location upstream or downstream of the works b. there is no permanent reduction of waterway area or loss of floodplain storage c. soil compaction, stream bank erosion and damage to streams and riparian areas is avoided where feasible through appropriate construction methodologies and management or is appropriately

Reference	Provision
	remediated. 15. Allow for the construction of new infrastructure in the 1 per cent AEP floodplain only where it is functionally required to locate in floodplains or cannot practically be located elsewhere, it does not increase flood risk to people, property and the environment, and it is designed to withstand flood damage. 16. Locate, design and manage significant infrastructure, that are lifeline utilities that must function during a flood event, so continued operation is not disrupted by up to a 0.5 per cent AEP flood event. 18. Require the maintenance, alteration, replacement and extension of existing infrastructure in floodplains to not increase existing flood risk and to reduce existing flood risk where possible. 20.Require overland flow paths to remain unobstructed by development and able to convey storm water runoff safely into the reticulated stormwater network, waterways or to the CMA. 21. Require changes to overland flow paths to retain their capacity to pass stormwater flows safely without causing damage to property or the environment.
C5.15.1 Water quality and integrated management Objectives	3. The water quality, life supporting capacity and ecosystems of the CMA are protected from further degradation and enhanced where practicable. 4. Development is undertaken in a way that minimises adverse effects on freshwater and coastal marine ecosystems. 6. Mana Whenua values, mātauranga and tikanga are reflected and given sufficient weight in water quality management processes and decision-making.
C5.15 Stormwater management Policy 10	10. Minimise new, and reduce the existing, adverse effects of stormwater runoff on communities, freshwater systems and coastal waters from new development, intensification and re-development by: a. requiring measures to be adopted to reduce contaminant loads, with a focus on activities that have the potential to generate high contaminant concentrations and loads b. implementing measures to reduce the discharge of gross stormwater pollutants, such as litter, in areas where the generation of these may be an issue c. requiring measures to be adopted to reduce the peak flow rate and volume of stormwater flows: i. within a Stormwater Management Area - Flow; ii. where development exceeds impervious thresholds for the relevant zone; iii. from areas of impervious surface where discharges may give rise to flooding or adversely affect rivers and streams. d. adopting water sensitive design principles and encouraging the

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	restoration of freshwater systems and overland flow paths where practicable e. ensuring intensification is supported by appropriate stormwater infrastructure (including natural assets such as overland flow paths, floodplains and streams). f. adopting the best practicable option for preventing or minimising the adverse effects of stormwater discharges from significant infrastructure including road, rail and the public stormwater network having regard to: i. the Best Practicable Option (BPO) criteria as set out in s. 2 of the RMA ii. integrated land and water management policies in 6 to 8 above iii. the reasonable timeframes over which adverse effects can be prevented or minimised iv. the scale and significance of the adverse effects v. infrastructure investment priorities and the consequence of delaying infrastructural improvements in other areas vi. the ability to prevent or minimise existing adverse effects having regard to the effectiveness and timeframes of other feasible methods, including land use controls vii. opportunities to integrate with other major infrastructural projects or works including renewal and maintenance viii. the need to maintain and optimise existing public stormwater networks and provide for planned land use and development ix. the operational requirements and space limitations of significant infrastructure
C5.15 Stormwater management Policy 11	11. In determining the extent to which adverse effects of stormwater diversions and discharges are prevented or mitigated, particular regard shall be had to: a. the nature, quality, volume and peak flow of the stormwater runoff b. the sensitivity of freshwater systems and coastal waters, including the Hauraki Gulf Marine Park, to the adverse effects of stormwater contaminants and flows c. the potential for the diversion and discharge to create or exacerbate flood risks; d. options to manage stormwater on-site or the use of communal stormwater management measures e. practical limitations in respect of the measures that can be applied.
C5.15 Stormwater management	12. Ensure the concentration of contaminants in stormwater runoff from new or redeveloped high contaminant generating activities are managed to levels established to reduce existing and prevent or minimise new adverse

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Policy 12	effects on water and sediment quality in freshwater systems and coastal waters.
C5.15 Stormwater management Policy 13	13. Require stormwater quality controls to be applied to high contaminant generating activities at the time of their construction, initiation on an existing developed site, or site re-development.
C5.15 Stormwater management Policy 15	15. Require any necessary stormwater quality or flow management to be achieved on-site unless there is a downstream communal device or facility designed to cater for the site's stormwater runoff that will achieve the same or better level of stormwater management performance.
Chapter D - Zone Objectives	
D2.3 Sport and Active Recreation Zone - Objectives	1. Indoor and outdoor sport and active recreation opportunities are provided for through a network of quality public open spaces that meet the community's need 2. The use of public open for sport and active recreation is maximised. 3. The amenity values of the public open space and surrounding areas, including the CMA are maintained
D3.1 General Objectives and Policies for the Centres, Mixed Use Zone and the General Business and Business Park Zone- Objectives	1. Development strengthens Auckland's network of centres as attractive environments with a mix of uses that provide employment, housing and goods and services at a variety of scales. 2. Development is of a form, scale and design quality so that centres are reinforced as focal points for the community. 3.Business activity is distributed in locations and is of a scale and form that: a. provides for the community's economic needs b .improves community access to goods, services, community facilities and opportunities for social interaction c. manages adverse effects on the environment, including effects on strategic infrastructure and residential amenity.
D3.7 Mixed Use Zone- Objectives	1. Moderate to high intensity residential and employment opportunities, in a limited number of areas in close proximity to, or which can support the City Centre, Metropolitan and Town Centre zones and the rapid and frequent services network. 2. Activities within the zone do not detract from the vitality and viability of the City Centre, Metropolitan and Town Centre zones. 3. A mix of compatible residential and non-residential activities is encouraged. 4. Key retail streets are the focal point of pedestrian activity, with identified general commercial streets supporting this role.

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D3.8 General Business Zone- Objectives	1. Business activities are provided for that may not be appropriate for, or are not able to locate in centres. 2. Additional employment opportunities exist in a limited number of areas which are located along identified growth corridors or close to City Centre, Metropolitan and Town Centre zones, while ensuring activities within the zone do not detract from the vitality and viability of these centres. 3. A mix of compatible business activities exist, where the adverse effects on amenity values and the environmental qualities at the interface with other zones are managed.
D3.10 Light Industry Zone- Objectives	1. Light industrial activities locate and function productively within the zone. 2. The establishment of activities that may diminish the efficiency and functionality of the zone for industrial activities is avoided. 3. Adverse effects on the natural environment and general amenity, both within the zone and on adjacent areas, are managed. 4. Development avoids adverse effects on the amenity of adjacent public open spaces and residential zones.
D1.1 General Objectives and Policies for the Residential Zones Zone- Objectives	1. Auckland's residential areas are attractive environments with quality development that positively responds to and enhances the street, public open space and neighbourhood and contributes to safety and a positive sense of place. 2. A diverse range of housing provides choice for households and communities to meet their varied needs and lifestyles. 3. Non-residential activities that locate in residential areas contribute to and support the amenity of the neighbourhood and provide opportunities for social, economic and cultural well-being.
D1.4 Single House Zone - Objectives	1. Development is of a height, bulk and form that maintains and positively responds to the site and the neighbourhood's low density suburban residential character. 2. Development provides high-quality on-site amenity for residents and maintains the amenity of adjoining sites.
D1.7 Terrace Housing and Apartment Buildings Zone - Objectives	1. Land surrounding centres and the rapid and frequent service network is efficiently used to provide urban living that increases Auckland's housing supply and access to centres and public transport. 2. Development is of a height, bulk, form and appearance that positively responds to the site and neighbourhood's planned urban residential character, engaging with and addressing the street. 3. Development provides high-quality on-site amenity for residents and achieves a reasonable standard of amenity for adjoining sites. 4. Development is of a density that is appropriate for the physical attributes of the site, any infrastructure constraints and the planned urban residential character of the neighbourhood.

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	5. Non-residential activities provide convenience and choice for the neighbourhood while ensuring the urban residential character and amenity of the area is maintained.