

## **PART 3 – AREA-SPECIFIC MATTERS / PRECINCT / Bay of Islands Marina precinct**

### **Bay of Islands Marina precinct**

#### **Overview**

The Bay of Islands Marina Precinct is located at Opuā, near the confluence of the Kawakawa River, Waikare Inlet and Veronica Channel in the Bay of Islands. The Bay of Islands is a tourist destination that attracts locals, people from Northland, New Zealand and internationally due to its beauty and locality.

The purpose of the Precinct is to provide a planning framework that promotes a local gateway to the Bay of Islands by enabling the development of a new place-based waterfront destination, including a world class marina, that compliments the activity and entertainment that exists currently across Waitangi, Paihia, Russell, and Kawakawa.

A range of activities that are marine-related, commercial, cultural, retail and residential are envisaged within the Precinct with a greater focus on hospitality, retail, leisure and community activities along the water's edge where pedestrian activity is the focus. Residential activities within the Precinct will contribute to the character, vitality and amenity of the area.

Land use and development within the Precinct shall be undertaken in accordance with the Bay of Islands Marina Precinct Plan and provisions, with the Precinct divided into seven different sub- Character Areas where different types of activities and scales of development are envisaged. The provisions enable and encourage each Character Area to be consented and developed in an integrated manner through a Comprehensive Development Plan rule framework. These Character Areas will be linked through a continuous promenade and public spaces. In addition, overarching Development Guidelines form part of the Precinct provisions to ensure that development achieves high quality, integrated and responsive urban design outcomes that reflects Opuā's unique maritime history and sensitive coastal location.

Access to the precinct is via State Highway 11 and Franklin Street, the Pou Herenga Tai Cycle Trail, or the Okiato – Opuā Car Ferry. It is anticipated that development within the Precinct will be staged and integrated with the necessary development infrastructure, including a range of transport options.

The land within the precinct is zoned Mixed Use. The objectives, policies, rules and standards of the underlying Mixed Use zone apply in addition to the provisions of the Precinct, except for the following rules and standards which do not apply in the Precinct:

- MUZ-R1 (New buildings and structures and relocated buildings or extensions or alterations to existing buildings), MUZ-R2 (Commercial activity (excluding supermarkets)) MUZ-R4 (Residential activity), MUZ-R7 (Community facility), MUZ-RXX (Supermarkets) and MUZ-R18 (Industrial activity)
- MUZ-S1 (Maximum height) and MUZ-S8 (Landscaping and screening on road boundary) but this exemption only applies only in relation to alterations and extensions to existing building.

The Precinct is located within the coastal environment, which has identified landscape and natural character values. The provisions in the Coastal Environment Chapter apply to the Precinct in addition to the provisions in the Precinct.

<b><u>Objectives</u></b>	
<b><u>PRECX-01</u></b>	<u>The Precinct is a liveable, high-quality, mixed use urban environment where people can live, work and play, acting as a gateway to the Bay of Islands and transforming Opuā into a destination with a world class marina.</u>
<b><u>PRECX-02</u></b>	<u>The Precinct achieves a high-quality, integrated, and responsive urban design outcome that reflects Opuā's unique maritime character and sensitive coastal environment.</u>
<b><u>PRECX-03</u></b>	<u>The Precinct is developed in a staged manner to ensure that there is adequacy and capacity of available or programmed development infrastructure to support it.</u>
<b><u>PRECX-04</u></b>	<u>The Precinct creates a high-quality public realm network of connected open space for recreation and public access to and along the coastal marine area.</u>

<b>PRECX-05</b>	<u>Subdivision, use and development within the Precinct is undertaken in a way that is integrated with, and maintains, landscape values and the natural character of the coastal environment.</u>
<b>PRECX-06</b>	<u>Development within the Precinct is undertaken in a way that recognises and provides for the special relationship of tangata whenua with water, land and the coastal environment.</u>
<b>PRECX-07</b>	<u>Development in the Precinct is of a layout, form, scale, density and design quality that contributes positively to the vibrancy, safety and amenity of the Precinct, including providing a range of transport options.</u>
<b>Policies</b>	
<b>PRECX-P1</b>	<u>Enable a range of commercial, community, civic, cultural and residential activities in the Precinct where these support the function, role, sense of place and amenity of the Precinct as a gateway to the Bay of Islands with a world class marina.</u>
<b>PRECX-P2</b>	<u>Ensure subdivision, use and development in the Precinct is supported by appropriate infrastructure by:</u> <ol style="list-style-type: none"> <li>1. <u>Requiring adequate wastewater, stormwater and potable water services and reticulated services;</u></li> <li>2. <u>Requiring appropriate transport infrastructure to support development; and</u></li> <li>3. <u>Requiring any alternative approach infrastructure servicing to be approved by Council prior to any subdivision, use and development being undertaken, where adequate reticulated services referred to in clause 1) are not available.</u></li> </ol>
<b>PRECX-P3</b>	<u>Enable the development of each Character Area in the Precinct where the development:</u> <ol style="list-style-type: none"> <li>1. <u>Demonstrates a high-quality, integrated and responsive urban design outcome consistent with the objectives for the Precinct and the character, built form and anticipated activities for each Character Area in <b>Appendix X</b>.</u></li> <li>2. <u>Is applied for as part of a Comprehensive Development Plan;</u></li> <li>3. <u>Is supported by the necessary development infrastructure and public open space;</u> <u>and</u></li> <li>4. <u>Will achieve development outcomes consistent with the Development Guidelines.</u></li> </ol>
<b>PRECX-P4</b>	<u>Avoid subdivision, use and development where this is of a scale and nature that may compromise the objectives for the Precinct and the development outcomes sought for each Character Area.</u>
<b>PRECX-P5</b>	<u>Require subdivision, use and development to provide a highly connected network of pedestrian routes and open spaces, including for recreation, and public access to and along the coastal marine area where practicable.</u>
<b>PRECX-P6</b>	<u>Consider the following matters where relevant when considering and managing the effects of subdivision, use and development within the Precinct:</u> <ol style="list-style-type: none"> <li>1. <u>Consistency with the anticipated scale, density, design, amenity, character and development outcomes for the Precinct Character Areas;</u></li> <li>2. <u>The location, scale and design of buildings or structures, outdoor storage areas, parking and internal roading to support an integrated layout and activation of the different Precinct Character Areas;</u></li> <li>3. <u>The level of activation of the public promenade and key pedestrian spaces, including highly glazed frontages, building entrances and building articulation;</u></li> <li>4. <u>At zone interfaces:</u> <ol style="list-style-type: none"> <li>a. <u>Any setbacks, fencing, screening or landscaping required to address potential conflicts;</u></li> <li>b. <u>Any adverse effects on the character and amenity of adjacent zones;</u></li> </ol> </li> <li>5. <u>The adequacy and capacity of available or programmed development infrastructure to accommodate the proposed development; including:</u> <ol style="list-style-type: none"> <li>a. <u>Opportunities for water sensitive design;</u></li> <li>b. <u>Management of three waters infrastructure and industrial waste and trade waste;</u></li> </ol> </li> <li>6. <u>Managing natural hazards;</u></li> <li>7. <u>The adequacy of transport infrastructure to service the proposed development including provision of a range of safe and convenient transport options;</u></li> <li>8. <u>Any historical, spiritual or cultural association held by tangata whenua with regard to the matters set out in Policy TW-P6;</u></li> </ol>

	9. <u>Any adverse effects on historic heritage and cultural values, natural features and landscapes or indigenous biodiversity; and</u> 10. <u>The extent to which the proposed subdivision, use and development is consistent with the Development Guidelines.</u>
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**Rules**

**Notes:**

1. There may be other rules in Part 2 – District Wide Matters of the District Plan that apply to a proposed activity, in addition to the rules in this Precinct chapter. These District Wide rules may be more stringent than the rules in this chapter. Ensure that relevant District Wide Matter chapters are also referred to in addition to this chapter, to determine whether resource consent is required under other rules in the District Plan. Refer to the how the plan works chapter to determine the activity status of a proposed activity where resource consent is required under multiple rules.
2. This zone chapter does not contain rules relating to setback to waterbodies and MHWS for building and structures or setbacks to waterbodies and MHWS for earthworks and indigenous vegetation clearance. The Natural Character chapter contains rules for activities within wetland, lake and river margins and the Coastal Environment chapter contains rules for activities within the coastal environment. The Natural Character chapter and Coastal Environment chapter should be referred to in addition to this zone chapter.

<b>PRECX-R1</b>	<b><u>New buildings or structures and relocated buildings, or extensions or alterations to existing buildings or structures not provided for under PRECX-R7.</u></b>	
<b><u>Bay of Islands Marina Precinct</u></b>	<p><b><u>Activity status: Permitted</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>PER-1</u></b>  <u>The new building or structure and relocated building, or extension or alteration to an existing building or structure will accommodate a permitted, restricted discretionary or discretionary activity.</u></p> <p><b><u>PER-2</u></b>  <u>Extension or alterations to existing buildings do not:</u></p> <ol style="list-style-type: none"> <li>1. <u>Increase the GFA of the existing building by 100m<sup>2</sup> or 10%, whichever is the lesser; and</u></li> <li>2. <u>Do not increase the height of the existing building.</u></li> </ol> <p><b><u>PER-3</u></b>  <u>New buildings and structures and relocated buildings:</u></p> <ol style="list-style-type: none"> <li>1. <u>Do not exceed a GFA of 300m<sup>2</sup>;</u></li> <li>2. <u>Do not exceed more than one building in each Character Area; and</u></li> <li>3. <u>Comply with PRECX-S1 – Maximum height.</u></li> </ol>	<p><b><u>Activity status where compliance not achieved with PER-1, PER-2 or PER-3: Discretionary</u></b></p>
<b><u>PRECX-R2</u></b>	<b><u>Commercial activity (excluding supermarkets)</u></b>	

<p><b><u>Bay of Islands Marina Precinct</u></b></p>	<p><b><u>Activity status: Permitted</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>PER-1</u></b>  <u>The activity is not a service station.</u></p> <p><b><u>PER-2</u></b>  <u>Any office is located above the ground floor level of a building, unless the office:</u></p> <ol style="list-style-type: none"> <li>1. <u>Is lawfully established at 27 July 2022 or</u></li> <li>2. <u>Is ancillary to another commercial activity.</u></li> </ol> <p><b><u>PER-3</u></b>  <u>The activity is not a drive through facility.</u></p> <p><b><u>PER-4</u></b>  <u>The activity is not located in the Opuā Close or Opuā Maritime Character Areas.</u></p>	<p><b><u>Activity status where compliance not achieved with PER-1, PER-2, PER-3 or PER-4: Discretionary</u></b></p>
<p><b><u>PRECX-R3 Residential activity</u></b></p>		
<p><b><u>Bay of Islands Marina Precinct</u></b></p>	<p><b><u>Activity status: Permitted</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>PER-1</u></b>  <u>The residential activity is within a residential unit that is located above the ground floor level of a building, unless the residential unit was lawfully established at 27 July 2022.</u></p> <p><b><u>PER-2</u></b>  <u>Residential units established after 27 July 2022 comply with standard: NOISE-S5 Noise insulation.</u></p> <p><b><u>PER-3</u></b>  <u>The activity is not located in the Opuā Maritime Character Areas.</u></p>	<p><b><u>Activity status where compliance not achieved with PER-1, PER-2 or PER-3: Discretionary</u></b></p>
<p><b><u>PRECX-R4 Commercial activity (Supermarkets)</u></b></p>		
<p><b><u>Bay of Islands Marina Precinct</u></b></p>	<p><b><u>Activity status: Permitted</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>PER-1</u></b>  <u>The supermarket is located within the O' Kawakawa Character Area.</u></p>	<p><b><u>Activity status where compliance not achieved with PER-1: Discretionary</u></b></p>
<p><b><u>PRECX-R5 Community facility</u></b></p>		
<p><b><u>Bay of Islands Marina Precinct</u></b></p>	<p><b><u>Activity status: Permitted</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>PER-1</u></b>  <u>The activity is not located in the Opuā Maritime Character Area.</u></p>	<p><b><u>Activity status where compliance not achieved with PER-1: Discretionary</u></b></p>
<p><b><u>PRECX-R6 Industrial activity</u></b></p>		

<p><b><u>Bay of Islands Marina Precinct</u></b></p>	<p><b><u>Activity status: Permitted</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>PER-1</u></b>  <u>The activity is located within the Opua Maritime Character Area.</u></p>	<p><b><u>Activity status where compliance not achieved with PER-1: Non-complying</u></b></p>
<p><b><u>PRECX-R7</u></b></p> <p><b><u>Land Use and Development within a Precinct Character Area</u></b></p>		
<p><b><u>Bay of Islands Marina Precinct</u></b></p>	<p><b><u>Activity status: Restricted Discretionary</u></b></p> <p><b><u>Where:</u></b></p> <p><b><u>RDIS-1</u></b></p> <ol style="list-style-type: none"> <li>1. <u>The resource consent application is for the land-use activities (and the associated buildings and structures) listed for each Character Area in the Bay of Islands Marina Precinct Plan and Character Areas – <b>Appendix X</b>; and</u></li> <li>2. <u>A Comprehensive Development Plan for the proposed land-use activities in clause (1) above is submitted for approval containing the following information:</u> <ol style="list-style-type: none"> <li>a. <b><u>Comprehensive Development Plan</u></b> <ol style="list-style-type: none"> <li>i. <u>The location, design, and dimensions of the roading network, primary pedestrian and cycle connections, and public transport facilities;</u></li> <li>ii. <u>The location, dimensions, and conceptual landscape and urban design of all areas of open space;</u></li> <li>iii. <u>The location and conceptual design of the Precinct-wide stormwater, wastewater, and water management system;</u></li> <li>iv. <u>A detailed description of all proposed activities (and associated buildings and structures) within the Character Area, including the location, size (GFA), height and internal uses.</u></li> </ol> </li> <li>b. <b><u>Integrated Transport Assessment (ITA):</u></b> <u>A comprehensive ITA prepared by a suitably qualified and experienced transport professional, assessing the transport effects of the full build-out of the Precinct as outlined in the Precinct Plan and Character Area descriptions, and identifying any necessary mitigation works to the surrounding transport network.</u></li> <li>c. <b><u>Infrastructure Servicing and Staging Report:</u></b> <u>A report detailing the proposed provision of water, wastewater, and stormwater infrastructure for the Character Area, and a proposed staging plan that demonstrates how the delivery of infrastructure will align with the anticipated staging of development within each Character Area and the full Precinct.</u></li> <li>d. <b><u>Urban Design, Landscape and Visual Effects Assessment:</u></b> <u>A detailed assessment of the urban design, landscape</u></li> </ol> </li> </ol>	<p><b><u>Activity status where compliance not achieved with RDIS-1: Discretionary</u></b></p>

	<p>and visual effects of the proposed development, including visual simulations from key public viewpoints prepared by a suitably qualified and experienced professional(s).</p> <p>e. <b>Development Guidelines:</b> An assessment of the extent to which the proposed development will achieve the outcomes sought in the development guidelines, including a detailed description of the built form and character to be achieved within each Character Area.</p> <p>f. <b>Cultural Values Assessment:</b> An assessment of effects on matters of significance to tangata whenua.</p> <p>g. <b>Integration</b> – An assessment of how the proposed development will be integrated with the other Character Areas to achieve the objectives for the Precinct.</p> <p><b>Matters of discretion are restricted to:</b></p> <p>a. <b>Consistency with the Precinct Plan, Character Areas and Development Guidelines:</b> The extent to which the proposed development is consistent with the development outcomes, character descriptions, built form and anticipated activities within the Precinct Plan, Character Areas and Development Guidelines.</p> <p>b. <b>Integration:</b> The extent to which the development of infrastructure, open space, and land use activities are integrated within the Character Area and with adjoining Character Area(s).</p> <p>c. <b>Transport Effects:</b> The adequacy of the internal transport network (roading, pedestrian, cycle) and its connections to the wider network, based on the findings of the ITA.</p> <p>d. <b>Infrastructure and staging:</b> The adequacy and timing of the necessary water, wastewater, and stormwater infrastructure, as detailed in the Infrastructure Servicing and Staging Report.</p> <p>e. <b>Urban Design, Landscape and Visual Effects Assessment:</b> The management of urban design, landscape, and visual effects, informed by the Urban Design, Landscape and Visual Impact Assessment, including the overall quality of the urban design of open spaces and building envelopes.</p> <p>f. <b>Cultural Values:</b> The extent to which the proposal responds to matters of significance to tangata whenua, as informed by the Cultural Values Assessment.</p>	
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<b>Standards</b>		
<b>PRECX-S1</b>	<b>Maximum height</b>	
<b><u>Bay of Islands Marina Precinct</u></b>	<p>The maximum height of a building or structure, relocated building, or extension or alteration to an existing building or structure is no greater than 8m.</p> <p><b><u>This standard does not apply to:</u></b></p> <ul style="list-style-type: none"> <li>i. <u>Solar and water heating components not exceeding 0.5m in height on any elevation;</u></li> <li>ii. <u>Chimney structures not exceeding 1.2m in width and 1m in height on any elevation;</u></li> <li>iii. <u>Satellite dishes and aerials not exceeding 1m in height above the building envelope and/or diameter on any elevation;</u></li> <li>iv. <u>Architectural features (e.g. finials, spires) not exceeding 1m in height on any elevation; or</u></li> <li>v. <u>Lift overruns provided these do not exceed the height by more than 1m on any elevation.</u></li> </ul>	<b><u>Activity status when compliance not achieved: Discretionary</u></b>

**Appendix X - Bay of Islands Marina Precinct Plan, Character Areas and Development Guidelines**

Key

-  Character Area - Opua Gateway
-  Character Area - Opua Village
-  Character Area - Lyon on Water
-  Character Area - The Sailors Yard
-  Character Area - O'Kawakawa
-  Character Area - Opua Close
-  Character Area - Opua Maritime



Scale 1:4,000[A3]

BAY OF ISLANDS MARINA PRECINCT - PRECINCT PLAN

**Bay of Islands Marina Precinct - Character Areas**

<b><u>Character Area</u></b>	<b><u>Anticipated Character and Built Form where consented through Comprehensive Development Rule (PREX-R6)</u></b>	<b><u>Anticipated Land Use Activities</u></b>
<u>1- Opuia Gateway</u>	<p>This Character Area is the nexus of the waterfront activity with the area acting as a key arrival gateway. The focus is on enhanced vehicle and pedestrian access, activities associated with the Cruising Club and introduction of new 'gateway' activities. These include a residential building on Baffin Street and retail, hospitality and public amenities that contribute to the activation of the public promenade.</p> <p>The character of development should acknowledge the gateway role of the area. Finer grain buildings of around 2 storeys are anticipated along the waterfront with the opportunity for larger scale development on Lyon Street of around 4 storeys, and potentially higher if assessed as being appropriate through a Comprehensive Development Plan resource consent process.</p>	<p><u>Land use activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Offices and local boating services</u></li> <li>- <u>Public amenities</u></li> <li>- <u>Hospitality</u></li> <li>- <u>Residential above ground floor</u></li> <li>- <u>Public promenade and associated pedestrian connections</u></li> <li>- <u>Entry roundabout</u></li> <li>- <u>Carparking</u></li> </ul>
<u>2 – Opuia Village</u>	<p>The focus of this Character Area is to create a village feel through an activated promenade, and activities that contribute vibrancy including hospitality, tourist services, market stalls and retail flexible space, with upper level residential providing further activation. The area will include through block connections from Lyon Street and integration of carparking and green connections.</p> <p>This character of the area would draw reference from the historic character of Russell and include a finer grain small scale feel, with buildings largely 2 storeys in height.</p>	<p><u>Land uses activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Tourist services</u></li> <li>- <u>Hospitality and retail</u></li> <li>- <u>Offices above first floor or mixed alongside ancillary activities</u></li> <li>- <u>Residential above ground floor</u></li> <li>- <u>Public promenade, small public spaces and wider pedestrian connections</u></li> <li>- <u>Carparking</u></li> </ul>
<u>3- Lyon on Water</u>	<p>This Character Area focuses on the development of a new high quality residential environment and supporting hospitality, retail and services that support activation of a 'corner green' a key amenity space located centrally within the precinct. Provision of planting will support a high amenity outcome. Carparking would be located behind key buildings.</p> <p>The character of the area would draw from its prominent location adjoining the boating ramp. The scale of development is anticipated to be 2 to 3 storeys.</p>	<p><u>Land use activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Hospitality and retail</u></li> <li>- <u>Residential above ground floor</u></li> <li>- <u>Public promenade and corner green recreation space</u></li> <li>- <u>Carparking</u></li> </ul>
<u>4 – The Sailors Yard</u>	<p>This Character Area focuses on boating activities, with the boat ramp central to the area. This will be supported by a range of amenities, storage and essential marine services. Activation of the promenade will also be important including safe access around the boat ramp.</p> <p>The character of buildings should support the boating function of this area and be small scale with heights of 1 -2 storeys.</p>	<p><u>Land use activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Boat ramp</u></li> <li>- <u>Storage</u></li> <li>- <u>Amenities</u></li> <li>- <u>Marine services</u></li> </ul>

<p><u>5 – O’Kawakawa</u></p>	<p><u>This Character Area is at the heart of the marina adjoining the launch ramp and provides for a range of entertainment, public spaces, markets and hospitality. Trailer parking would be provided to the rear of buildings but still located in close proximity to the boat ramp.</u></p> <p><u>Buildings are anticipated to contribute to a vibrant quarter and have a strong maritime focus. The scale of buildings is anticipated to be around 2 storeys in height.</u></p>	<p><u>Land use activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Hospitality</u></li> <li>- <u>Offices and marina services</u></li> <li>- <u>Public space and play equipment and market plaza</u></li> <li>- <u>Upper level residential</u></li> <li>- <u>Trailer parking</u></li> <li>- <u>Supermarket / Grocer</u></li> </ul>
<p><u>6 – Opuā Close</u></p>	<p><u>This Character Area focuses on providing for new residential development opportunities, including a focus on affordable housing away from the waterfront, with landscape buffers and planting to acknowledge adjoining residential and industrial activities</u></p> <p><u>Buildings are anticipated to draw from the character of both the maritime and residential contexts, with larger apartment footprints and a scale of around 4 storeys and potentially higher if assessed as being appropriate through a Comprehensive Development Plan resource consent process.</u></p>	<p><u>Land use activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Residential with integrated carparking</u></li> <li>- <u>New roundabout</u></li> <li>- <u>Existing Light industry</u></li> </ul>
<p><u>7 – Opuā Maritime</u></p>	<p><u>This Character Area focuses on providing for a range of maritime functions to support the ongoing operation of the marina.</u></p> <p><u>Buildings are anticipated to be industrial in character and comprise larger footprints with a similar scale to the existing buildings.</u></p>	<p><u>Land use activities are anticipated to include:</u></p> <ul style="list-style-type: none"> <li>- <u>Boating services</u></li> <li>- <u>Industry</u></li> <li>- <u>Boat storage</u></li> <li>- <u>Dry dock</u></li> <li>- <u>Boatyards</u></li> <li>- <u>Parking</u></li> </ul>

## **Bay of Islands Marina Precinct = Development Guidelines**

New developments and large alterations and extensions will be assessed against the following guidelines. The relevance of the guidelines will vary depending on the circumstances, in some circumstances, some of the considerations may not be relevant.

### **1: Access, Connectivity, and Movement**

**Overall outcome sought:** To create a highly connected environment that integrates with its surroundings, prioritises public access to the waterfront, and provides for a range of safe and convenient transport options.

#### **Key design outcomes:**

- a. **Network Integration:** The internal street network is designed to connect logically to the existing road network, maintaining and / or enhancing connectivity for the wider Ōpua community.
- b. **Waterfront Access:** Continuous, safe, and high-amenity public access is provided and enhanced along the coastal edge, creating a cohesive and continuous public promenade.
- c. **Active Transport:** The layout prioritises pedestrian and cyclist movement with clear, safe, and attractive pathways that connect key destinations within the site and to the surrounding area.
- d. **Transport Amenity:** Public transport, including ferry and bus services when available, are integrated, accessible, and designed to a high standard of amenity and support clear wayfinding.
- e. **Traffic and Parking:** Potential effects of traffic generation are appropriately managed and parking is appropriately and sufficiently provided for within the precinct in a way that does not detract from the character and amenity of the different character areas.

### **2: Built Form and Urban Structure**

**Overall outcome sought:** To create a legible and varied built form with a strong local identity that responds to the site's topography and coastal setting, activates the public realm, and manages visual amenity effects.

#### **Key design outcomes:**

- a. **Height and Scale:** The height, scale, and massing of buildings create a varied and interesting built form that is responsive to the site's context and the function of the different Character Areas. Specifically:
  - i. Buildings along the immediate waterfront and promenade exhibit a smaller-scale, fine-grain character (predominantly 1- 2 storeys).
  - ii. Taller buildings are located away from the coastal edge, are set into the landscape backdrop, and designed to minimise visual dominance.
- b. **Articulation and Visual Interest:** Building façades, particularly those addressing the waterfront and public spaces, are articulated with a high degree of visual interest through variations in materials, modulation, glazing, and architectural detailing.
- c. **Building Frontages:** Development avoids monolithic structures and promotes a fine-grain, permeable urban fabric.
- d. **Activation:** Ground floors of buildings fronting the promenade and key public spaces are activated with uses that generate pedestrian interest and activity, such as retail, cafés, and marina services for example.
- e. **Amenity Effects:** The location and design of buildings avoid adverse shadowing and visual dominance effects on public spaces and nearby residential properties.

### **3: Character and Amenity**

**Overall outcome sought:** To foster a distinct and authentic character for the marina precinct that draws upon its maritime heritage, creating a high-amenity public realm that is coherent, attractive, and sustainable.

#### **Key design outcomes:**

- a. **Local Identity:** Architectural style, materials, and landscape design draw from and reinterpret the existing maritime and cultural character of Ōpua to create an authentic and memorable sense of place across the different Character Areas.

- b. **Public Realm Quality:** A high-quality design of the public realm, including streets, laneways, open spaces, and the waterfront promenade is achieved, including through the use of paving, street furniture, lighting, planting, and public art.
- c. **Coherence:** Development achieves a coherent overall character, avoiding a piecemeal or generic appearance.
- d. **Open Space Network:** A network of diverse and usable open spaces is provided for public recreation and enjoyment which are well-connected and integrated with the built form.
- e. **Reverse Sensitivity:** The layout and design of development manages potential reverse sensitivity effects between different land uses (e.g., residential and marine light industrial) within the precinct, Character Areas and adjoining lands.

#### **4: Land Use**

**Overall outcome sought:** To enable a vibrant mix of compatible land uses that supports a world-class marina, creates a lively destination for residents and visitors, and operates effectively throughout the day and evening.

#### **Key design outcomes:**

- a. **Mix of Uses:** A mix of complementary residential, commercial, retail, hospitality, and marine-related activities are provided for in the Precinct and contribute to the character and function of the Character Area.
- b. **Functional Need:** Activities with a functional need to be located at the coastal edge are prioritised, while ensuring public access and amenity are not compromised.
- c. **Diversity and Viability:** The proposed land use pattern supports the long-term economic and social wellbeing of Ōpua and align with the anticipated character and function of the relevant Character Area.