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G1. Rural Urban Boundary

The Rural Urban Boundary identifies land potentially suitable for urban development.

The location of the Rural Urban Boundary is a district plan land use rule pursuant to section 9(3) of the Resource Management Act 1991, other than for Waiheke Island where it is an interim regional policy statement method until it is considered as part of a plan change to incorporate the Auckland Council District Plan – Operative Hauraki Gulf Islands Section into the Unitary Plan.

The planning maps show the Rural Urban Boundary line.

The only method for relocating the Rural Urban Boundary is by way of a plan change pursuant to Schedule 1 of the Resource Management Act 1991.

Any relocation of the Rural Urban Boundary must give effect to the objectives and policies of the regional policy statement which establish it.

G2. Walkable Catchments

Policy 3(c) of the National Policy Statement on Urban Development 2020, updated May 2022, requires regional policy statements and district plans in tier 1 urban environments to enable building heights of at least six storeys within at least a walkable catchment of the following:

- (i) existing and planned rapid transit stops
- (ii) the edge of city centre zones, and
- (iii) the edge of metropolitan centre zones.

Auckland is a tier 1 urban environment.

A walkable catchment of around 1,200m is applied from the edge of the Business – City Centre Zone. A walkable catchment of around 800m is applied from both the edge of the Business – Metropolitan Centre Zones and from the pedestrian access points to existing or planned rapid transit stops.

Edge and route modifying factors can result in the extent and area of walkable catchments deviating from the catchment distances stated above (i.e. 1, 200m around the Business – City Centre Zone and the 800m around Business – Metropolitan Centre Zones and rapid transit stops). Route modifying factors amend the walkable catchments with respect to the impact of topography and arterial road crossing points on the route walkability. While edge modifying factors amend catchments to minimise potential adverse interface and boundary effects between land within and land outside the walkable catchments.

The depiction of walkable catchments in the planning maps is a district plan method pursuant to section 75(2) of the Resource Management Act 1991 for implementing the policies of the district and giving effect to the National Policy Statement on Urban Development 2020, updated May 2022.

The planning maps show the location and extent of walkable catchment boundaries, many of which overlap with each other.

The location or extent of a walkable catchment can only be amended by way of a plan change pursuant to Schedule 1 of the Resource Management Act 1991.

Any amendment to the location or extent of a walkable catchment must give effect Policy 3(c) of the National Policy Statement on Urban Development 2020, updated May 2022.

The table below sets out the walkable catchments included in the planning maps, the type of walkable catchment and heights of buildings enabled within them.

G3. Height Variation Controls

The Height Variation Control is applied in identified locations and provides for either greater or lesser heights than the standard height zone, depending on characteristics of the site and surrounds.

Greater height may be provided for through the Height Variation Control where that height is commensurate with the level of commercial activities and community services; is compatible with any qualifying matters and does not result in significant adverse effects on adjacent residential zones; is an efficient use of land; supports public transport and community infrastructure; and aligns with the centres hierarchy, including by supporting the role of centres.

Reduced height may be provided for through the Height Variation Control where the standard zone height would have significant adverse effects on identified special character, identified landscape features, amenity or other qualifying matters.

The Height Variation Control is a district plan land use rule pursuant to Section 9(3) of the Resource Management Act 1991.

The depiction of Height Variation Controls in the planning maps is a district plan method pursuant to section 75(2) of the Resource Management Act 1991 for implementing the policies of the district.

The planning maps show the Height Variation Control applied to relevant sites.

The location or extent of a Height Variation Control can only be amended by way of a plan change pursuant to Schedule 1 of the Resource Management Act 1991.

Where the Height Variation Control is shown with an asterisk (*) on the planning maps, this indicates the presence of another qualifying matter which may impact the ability to achieve the building heights specified in the Height Variation Control.

The table below sets out the walkable catchments where height variation controls, included in the planning maps, enable building heights that are more than the zone standard along with the heights of buildings enabled within them.

Table of Walkable Catchment names and building heights

	<u>Walkable Catchment Name</u> <u>(† = legislated location)</u>	<u>Type</u>	<u>Height Method</u> <u>(HVC or zone standard)</u>	<u>Building Heights (m)</u> <u>in Walkable Catchments</u>
1.	<u>City Centre (1,200m)</u>	<u>City Centre</u>	<u>HVC</u>	<u>50</u>
2.	<u>Karanga-a-Hape Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
3.	<u>Te Waihorotiu Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
4.	<u>Waitemata Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
5.	<u>Maungawhau Train Station†</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
6.	<u>Parnell Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
7.	<u>Newmarket Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>HVC</u>	<u>50</u>
8.	<u>Grafton Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
9.	<u>Newmarket Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
10.	<u>Panmure Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
11.	<u>Glen Innes Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
12.	<u>Manukau Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>HVC</u>	<u>50</u>
13.	<u>Greenlane Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
14.	<u>Remuera Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
15.	<u>Otahuhu Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
16.	<u>Kingsland Train Station†</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
17.	<u>Manukau Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
18.	<u>Albany Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
19.	<u>Takapuna Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>HVC</u>	<u>50</u>
20.	<u>Henderson Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>HVC</u>	<u>50</u>
21.	<u>Morningside Train Station†</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
22.	<u>Henderson Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>50</u>
23.	<u>Ellerslie Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
24.	<u>Orakei Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
25.	<u>New Lynn Metropolitan Centre</u>	<u>Metro Centre</u>	<u>HVC</u>	<u>34.5</u>
26.	<u>New Lynn Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>

	<u>Walkable Catchment Name</u> <u>(† = legislated location)</u>	<u>Type</u>	<u>Height Method</u> <u>(HVC or zone standard)</u>	<u>Building Heights (m) in Walkable Catchments</u>
27.	<u>Albany Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>HVC</u>	<u>34.5</u>
28.	<u>Penrose Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
29.	<u>Smales Farm Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
30.	<u>Puhinui Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
31.	<u>Sylvia Park Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>HVC</u>	<u>34.5</u>
32.	<u>Mt Albert Train Station†</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
33.	<u>Sunnynook Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
34.	<u>Pakuranga Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
35.	<u>Baldwin Ave Train Station†</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
36.	<u>Avondale Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
37.	<u>Akoranga Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
38.	<u>Sylvia Park Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
39.	<u>Westgate Metropolitan Centre</u>	<u>Metro Centre</u>	<u>HVC</u>	<u>34.5</u>
40.	<u>Papatoetoe Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
41.	<u>Constellation Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
42.	<u>Meadowbank Train Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
43.	<u>Te Taha Wai Bus Station</u> <u>(Edgewater Bus Station)</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
44.	<u>Williams Ave Bus Station</u>	<u>Rapid Transit</u>	<u>HVC</u>	<u>34.5</u>
45.	<u>Manurewa Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
46.	<u>Botany Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>Zone standard</u>	<u>22</u>
47.	<u>Drury Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>Zone standard</u>	<u>22</u>
48.	<u>Drury Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
49.	<u>Papakura Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
50.	<u>Sturges Rd Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
51.	<u>Koata Bus Station (Gossamer Bus Station)</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>

	<u>Walkable Catchment Name</u> <u>(† = legislated location)</u>	<u>Type</u>	<u>Height Method</u> <u>(HVC or zone standard)</u>	<u>Building Heights (m) in Walkable Catchments</u>
52.	<u>Glen Eden Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
53.	<u>Pukekohe Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
54.	<u>Papakura Metropolitan Centre</u>	<u>Metropolitan Centre</u>	<u>Zone standard</u>	<u>22</u>
55.	<u>Fruitvale Rd Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
56.	<u>Middlemore Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
57.	<u>Rosedale Bus Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
58.	<u>Pohatu Bus Station (Burswood Bus Station)</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
59.	<u>Homai Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
60.	<u>Ranui Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
61.	<u>Swanson Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
62.	<u>Takaanini Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
63.	<u>Te Mahia Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
64.	<u>Ngākōroa Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
65.	<u>Paerata Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>
66.	<u>Sunnyvale Train Station</u>	<u>Rapid Transit</u>	<u>Zone standard</u>	<u>22</u>