

BEFORE THE ENVIRONMENT COURT

IN THE MATTER of the Resource Management Act 1991 and
of an appeal pursuant to clause 14 of the
First Schedule of the Act

BETWEEN PORT MARLBOROUGH NEW
ZEALAND LIMITED

(ENV-2011-CHC-53)

Appellant

AND MARLBOROUGH DISTRICT COUNCIL

Respondent

Environment Judge J J M Hassan sitting alone pursuant to section 279 of the Act

In Chambers at Christchurch

CONSENT ORDER

Introduction

[1] On 29 June 2011 Port Marlborough New Zealand Limited lodged an appeal against the Marlborough District Council's decision declining in part Plan Change 21 (Mooring Management Areas and Marine Zone Extension). The appeal concerned the decisions to:

- decline to extend the existing Marina Zone to the northwest to enable an extension to the existing Marina;
- decline to amend the planning provisions of the Marina Zone and Coastal Marine 1 Zone, including an amendment to the definition of 'Marina'; and
- decline to amend the proposed planning provision relating to the creation of the new Mooring Management Areas.

Port Marlborough New Zealand Limited did not appeal the extent or location of the Mooring Management Areas.



[2] The court has now read and considered the consent memorandum of the parties dated 10 October 2014 which proposes to resolve the appeal.

Other relevant matters

[3] The following have given notice of an intention to become a party under section 274 of the Resource Management Act 1991 (**the Act**) and have signed the memorandum setting out the relief sought:

- (i) Robert Culbert;
- (ii) Dianna Hebley;
- (iii) Rex Hebley;
- (iv) Te Atiawa Ki Te Tau Ihu Trust;
- (v) The Marlborough Berth & Mooring Association Incorporated.

[4] It is recorded that the following people withdrew their section 274 interest in this proceeding:

- (i) Kevin Cosgrove;
- (ii) Margaret Cosgrove;
- (iii) Deborah Henderson;
- (iv) Kathy Horgan;
- (v) Mark Horgan;
- (vi) Brenda Kearns;
- (vii) Hiram Taylor;
- (viii) June Cloudesley;
- (ix) Roger Cloudesley;
- (x) John Walker.

Orders

[5] The court is making this order under section 279(1)(b) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to section 297. The court understands for present purposes that:



- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction, and conform to the relevant requirements and objectives of the Act, including, in particular, Part 2.

[6] The court, by consent, orders under section 279(1)(b) of the Act that:

- (a) the appeal is allowed and the Marlborough District Council is directed to amend Plan Change 21 as set out in Appendix 1, attached to and forming part of this decision;
- (b) the appeal is otherwise dismissed;
- (c) there is no order as to costs.

DATED at CHRISTCHURCH this 23rd day of October 2014



J J M Hassan
Environment Judge

Issued: 23 OCT 2014



Appendix 1

The Marlborough Sounds Resource Management Plan is amended in accordance with the following schedule. New text to be inserted is shown as underlined and text to be deleted is shown as strikethrough.

VOLUME ONE – OBJECTIVES, POLICIES AND METHODS

Chapter 9 - Coastal Marine

1. Amend description of Issue 9.2 as follows:

9.2 Issue

Restriction of public access to the coastal marine area due to the private occupation of coastal space.

Occupation of coastal space involves the Council allocating or authorising the use of public resources for private benefit.

In some cases the use of resources sought is temporary or non-exclusive, generally associated with surfacewater activities such as shipping, recreational boating, swimming or with seabed disturbance activities such as dredging or dumping. In other cases the use of resources requires a degree of use which results in the exclusion of other persons or activities, for example: ports, marinas, marine farms and structures (jetties, swing moorings, boatsheds, and subaqueous cables). Such uses generally rely on a coastal location and to varying degrees, contribute to the wellbeing of individuals and the community in general. Further, the Act and the New Zealand Coastal Policy Statement both recognise that ‘use’ can be made of the coastal marine area resources and that this does involve occupation of coastal space for private benefit.

There are particular locations in the Marlborough Sounds where there is significant competition for coastal space for use as moorings. As demand for such private use of water space increases, the allocation of coastal marine space needs to be managed effectively and comprehensively to ensure that moorings are efficiently laid out, to avoid conflict with competing uses and users.

For these reasons, it is necessary and appropriate that activities or ‘uses’ which require a coastal location and which consequently involve the occupation of coastal space, are provided for in the Plan. In providing for these uses which require access to areas of, or the resources of, the coastal marine area, adverse cumulative and other environmental effects must be addressed. Namely the wider context of enabling the community to provide for its social, economic and cultural wellbeing, and preserving the natural character of the coastal environment.

The marine farm industry that has developed in the Marlborough Sounds is of significant value to the nation in terms of export earnings, and also to the region in terms of the employment and income flows that are derived from the industry. A substantial infrastructure involving processing facilities, ports, harvesting vessels and a multitude of other services has developed based on the marine farm industry and Sounds communities have been revitalised as a result of the development of the industry. All of that infrastructure is reliant upon marine



farming which utilises the coastal marine area and the provisions of the Plan recognise that to maintain the strength of the industry, generally it is essential for resource consents to be able to be renewed to continue those marine farming activities.

The Plan recognises that in appropriate areas of the Sounds provision needs to be made respectively for cultural uses, conservation, residential/recreation interest and the interest of important industries utilising Sounds resources such as marine farming, tourism, forestry and land-based farming.

In addition, ongoing research is constantly ...

2. **Insert two new policies to 9.2.1 Objectives and Policies as follows (note that subsequent policies will be renumbered):**

<u>Policy 1.8</u>	<u>Ensure that moorings within Waikawa Bay are allocated in an efficient and co-ordinated manner.</u>
<u>Policy 1.9</u>	<u>Avoid moorings in Waikawa Bay Coastal Marine Zone 1 outside of the Mooring Management Areas and Waka Moorings Management Areas, except where:</u> a) <u>moorings are for providing access to immediately adjoining properties; or</u> b) <u>moorings are a new consent for an existing mooring; and</u> <u>provided adverse effects on the environment are avoided, remedied or mitigated.</u>

3. **Amend Policy 9.2.1.1.14 (previously 9.2.1.1.12) as follows:**

<u>Policy 1.14</u>	<u>To enable a range of activities in appropriate places in the waters of the Sounds including marine farming, tourism, and recreation and cultural uses.</u>
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4. **Amend the explanation to 9.2.1 Objectives and Policies as follows:**

By controlling the erection of structures and other activities (including marine farms) that use or occupy coastal space, the effects of these are able to be addressed. The extent of occupation and development needs to be controlled to ensure water space is efficiently allocated and to enable all users to obtain benefit from the coast and its waters.

Waikawa Bay is a finite coastal resource that is utilised by a range of cultural, recreational and commercial activities.

Policy 9.2.1.1.7 recognises that unconstrained casual mooring areas are important, and often crucial in terms of safety, for anchoring boats on a casual basis.

However, due to ongoing demand for moorings at Waikawa Bay, and the different uses competing for water space, the location of swing moorings there needs to be managed in a comprehensive way to enable the efficient use of this



Bay for various users. The Mooring Management Areas provided in the Bay establish the locations where swing moorings are appropriately located. New moorings outside a defined Mooring Management Area are discouraged unless they are for the specific purpose of mooring vessels associated with land owners/residents adjacent to those mooring locations (Policies 9.2.1.1.8 and 9.2.1.1.9).

The Mooring Management Areas have been designed to enable safe manoeuvring of vessels between the shore, their berthage and the inner parts of the Bay. The moorings can be managed either via a Bylaw, which would provide for the moorings to be allocated and managed by the Council, or, if no such Bylaw is enacted, moorings are allocated and managed in Waikawa Bay by the Council via the resource consent process. Moorings comprise a limited discretionary activity inside of the Mooring Management Area within the Bay, if no Bylaw is in place.

The policies seek to provide guidance and control on the individual ...

5. Add to the Rules and Other Methods of Implementation in 9.2.2 as follows:

Rules	<p>...</p> <p>Rules enable the use of the coastal marine area for defence purposes.</p> <p><u>Moorings within the Mooring Management Area are managed via the resource consent process as a restricted discretionary activity as the default management process, unless a Bylaw is in place which provides an alternative management framework.</u></p>
Other Legislation	<p>The Council will use its powers and functions under harbour legislation to control navigational conflicts between surface water activities.</p> <p><u>Moorings in the Mooring Management Areas at Waikawa Bay may be managed through a management plan under a bylaw promulgated under the Local Government Act 2002 as an alternative to the default resource consent process.</u></p>

Chapter 10 – Urban Environments

6. Amend the description of Marina Activity in 10.7 as follows:

10.7 Marina Activity

The enclosed waterways of the Marlborough Sounds offer many recreational boating opportunities to both residents of Marlborough and visitors to the area. Commercial use of boats and other craft is also a significant feature of the district's tourism, marine farming and fishing industries. Many of the smaller recreational craft are stored on dry land and have no need for mooring or berthage. However, there are many vessels that need some form of mooring or berthage and the preference is often for a marina berth. Marinas provide increased safety, security and a range of support facilities such as sewage and



rubbish disposal, freshwater, and fuel supplies and repair and maintenance services. They also make efficient use of water space in providing for longer term vessel storage.

Currently, there are marinas at Picton, Waikawa, Portage and Havelock accommodating a variety of vessels supported by a range of boating industry activities. The ~~ese~~ marinas at Picton, Havelock and Waikawa are substantial complexes, marinas with extensive land based back-up facilities. These marinas are important bases providing landing, storage, and loading facilities for residents of the Sounds as well as providing an important access point to the Sounds for many vessel owners who are not Sounds residents. The Portage marina is comparatively small with limited land based facilities. All of the marinas are important features contributing to the amenity and attraction of the Marlborough Sounds, as well as generating significant economic activity.

There is an ongoing demand for marina berths within the Sounds, which generally exceeds the existing supply, consequently resulting in large waiting lists for berths. However, on occasion external influences, such as the state of the economy, may cause a reversal in this trend. Extension of the Waikawa marina has absorbed most of the current demand for berths in the Queen Charlotte Sound. Where such demand is long term, additional marina capacity is likely to be needed, and new facilities may be required. Generally, the provision of additional marina capacity focuses on enhancing existing facilities, which are already well serviced and strategically located to urban areas, the transport network and to the principal areas of recreation and boating within the Sounds. Demand for marina berths should be provided within or by extension of existing marinas in preference to establishing new marina facilities in areas that have not yet been subjected to such development.

7. Add to the list of Issue statements in 10.7.1 and amend the description of the Issues as follows:

10.7.1 Issues

Inadequate provision of land with amenities compatible with marina activity can result in lack of recreational opportunities and adverse effects on the environment of surrounding areas; and

The need to manage the effects of marinas, and

Managing on-going demand for new marina berths.

The Sounds offer extensive opportunities for both commercial and recreational boating. With their strategic positioning in the Marlborough Sounds, both Picton and Havelock represent significant marine centres.

Marina activity is an integral part of the urban environment. In addition, marinas offer a rationalisation of coastal marine space by concentrating moorings. Marinas provide the most efficient method of water based berthage currently available. Marinas also concentrate adverse effects (such as antifouling and sewage discharges) to a single part of the coastal marine area, avoiding the need for such activity and effects throughout the coastal marine area. Good design and equipment, combined with appropriate controls can minimise the adverse effects within the marina itself.



8. Add the following new objective, policies and explanation under 10.7.1.1 Objectives and Policies:

<u>Objective 3</u>	<u>Enable the sustainable development and operation of marinas and associated infrastructure within the Marina Zone.</u>
<u>Policy 3.1</u>	<u>Avoid the proliferation of marina development within the coastal marine area by focusing such development within the Marina Zone.</u>
<u>Policy 3.2</u>	<u>Enable the construction, maintenance and operation of marina activities within Marina Zones, whilst ensuring any adverse effects on the environment are avoided, remedied or mitigated. In considering effects, particular regard will be given to any adverse effects on areas regularly used for the gathering of kaimoana and sites of cultural significance.</u>
<u>Policy 3.3</u>	<u>Ensure marinas incorporate and retain public access to the foreshore, coastal environment and coastal marine areas where such access does not interfere with the safe and efficient operation of the marina.</u>
<u>Policy 3.4</u>	<u>Avoid locating swing moorings in the Marina Zone unless the moorings have been specifically identified in Appendix J, Schedule 4.1.</u>
<u>Policy 3.5</u>	<p><u>Where a new consent is sought for a swing mooring specifically identified in Appendix J, Schedule 4.1, decision makers need to have regard to:</u></p> <ul style="list-style-type: none"> a) <u>Where the swing mooring is to be located within that part of the Marina Zone specifically identified in Appendix J, Schedule 4 and the availability of space within that area;</u> b) <u>The type and specification of the swing mooring including the swing arc;</u> c) <u>Whether there is space available within the Mooring Management Areas in Waikawa Bay that could accommodate the Appendix J, Schedule 4.1 swing moorings;</u> d) <u>Whether a new consent would unduly hinder the development of a marina in that part of the Marina Zone specifically identified in Appendix J, Schedule 4; and</u> e) <u>The need for conditions to limit the duration of a consent to enable marina development to proceed.</u>



The development of marina facilities should be managed in a way that avoids significant adverse effects, on the urban environment, and on the quality of the

coastal environment, such as restricted use of public space and loss of habitat. The Marina Zone provides suitable locations for marina activities and establishing such facilities in the zone is preferred over proliferation of marina development elsewhere in the coastal marine area.

Space is zoned within Waikawa Bay to provide opportunities for the provision of additional berthage capacity in a manner that enables consideration of effects, and responds to demand. However, expansion of the Waikawa Marina into the area specifically identified in Appendix J, Schedule 4 is potentially constrained by the existence of a number of consented swing moorings at the same location. The consented swing moorings are identified in Appendix J, Schedule 4.1. Policy has been included to allow these swing moorings to continue to be present within the Marina Zone but where a new consent is sought for these moorings regard is to be had to whether the development of a marina in this area would be hindered and whether consents may need to be limited as to duration to enable a marina to be constructed.

Further consolidation of marinas at Waikawa, within the Marina Zone, assists in the avoidance of development sprawl into other, as yet undeveloped, bays within the Sounds. Marina development also gives rise to efficiencies in the use of the coastal marine area and can assist in avoiding the sprawl of coastal occupation demand.

9. Amend the ‘Rules’ and ‘Other’ Methods of Implementation in 10.7.1.2 and the second paragraph of explanation as follows:

Rules	Plan rules provide for marina activity and activities which rely on close location to a marina, <u>as well as marina management</u> , subject to performance standards which avoid, mitigate or remedy adverse effects. Activities which are not necessary to support the marina operation will be considered on their merits. Plan rules may require ...
Other	The Council will liaise with marina operators to ensure that <u>antifouling activity is undertaken on land in a confined manner, and that any effects from marina discharges are pro-actively monitored and any breaches of conditions of consent are consistently enforced.</u>

Recognised under Policy 7.1.20(c) of the Marlborough Regional Policy Statement, is the need to “...enable the safe and efficient use of marinas...”. The Plan achieves this by zoning areas for marina activity at certain locations including for further marina development.

...



VOLUME TWO – RULES

Chapter 25: Definitions

10. Amend the definition of Marina and add three new definitions as follows:

<i>Marina</i>	<i>Means a natural or artificially enclosed or semi enclosed area of protected water containing moorings in the form of finger jetties, berths or similar structures.</i> <i><u>Means a facility for the accommodation of boats and/or ships, comprising berths, pontoons, piers and boat launching ramp(s), and any associated reclamations, breakwaters, and/or wave protection barriers.</u></i>
<i><u>Mooring Management Area</u></i>	<i><u>Means an area delineated in the coastal marine area for moorings and includes a Waka Mooring Management Area.</u></i>
<i><u>Waikawa Bay</u></i>	<i><u>Means that part of the coastal marine area to the south of the line extending from the Snout to Karaka Point, including that area within a Moorings Management Area.</u></i>
<i><u>Waka</u></i>	<i><u>Means a traditional Maori canoe, including replica vessels of similar design.</u></i>

Chapter 34: Marina Zone

11. Add two new activities to the list of bullet points in Rule 34.1 Permitted Activities and amend an existing bullet point as follows:

- Removal or demolition of structures;
- Car parking areas and the use of car parking areas for vehicle and trailer parking associated with permitted Marina Zone activities;
- Ship ~~b~~ Building, repairs/repairing, fuelling and maintenance of ships;

12. Add the following new standard under Rule 34.1.2 Disturbance of Foreshore and Seabed, Including by the Normal Operation of Ships as follows:

34.1.2.5 Removal or Demolition of Structures

Any removal or demolition of structures is a Permitted Activity provided that:

- a) The activity shall not involve any excavation of foreshore and/or seabed greater than 100m³ in volume; and
- b) The activity does not result in any discharge or deposition of contaminants into the coastal marine area.



13. Amend Rule 34.1.3.6 Maximum Building Height as follows:

34.1.3.6 ~~Maximum Building Height~~ Buildings

The maximum permitted height of any building shall be 10 metres, with the exception of buildings within that part of the Marina Zone specifically identified in Appendix J, Schedule 4 where the following applies:

- a) The maximum building height shall be limited to 6 metres;
- b) The building shall be limited to 50m² in ground floor area; and
- c) Only one building shall be a permitted activity.

14. Add a (d) to Rule 34.1.3.7 Building Setbacks as follows:

d) Clause a) does not apply to buildings within that part of the Marina Zone specifically identified in Appendix J, Schedule 4.

15. Add a new activity to the list of bullet points in Rule 34.3 Limited Discretionary Activities as follows:

- Placement and use (including occupation) of swing moorings in Appendix J, Schedule 4.1.

16. Add a new Rule 34.3.5 as follows setting out the matters over which the Council has restricted the exercise of its discretion (note that the subsequent rule will be renumbered):

34.3.5 Placement and use (including occupation) of swing moorings in Appendix J, Schedule 4.1

34.3.5.1 Matters to which Council has restricted the exercise of its discretion:

- a) Location within that part of the Marina Zone specifically identified in Appendix J, Schedule 4; and
- b) The type and specification of mooring including the swing arc; and
- c) The availability of space within that part of the Marina Zone specifically identified in Appendix J, Schedule 4; and
- d) Reservation of space within the Mooring Management Areas for the relocation of all moorings in Appendix J, Schedule 4.1; and
- e) The duration and expiry conditions including whether the proposal would unduly hinder the development of a marina within that part of the Marina Zone specifically identified in Appendix J, Schedule 4; and
- f) Whether the application gives effect to policy 3.5.



17. Add the following to the bullet point list of activities in Rule 34.4 Discretionary Activities:

- Marinas;

18. Add the following in Rule 34.4.2 Particular Criteria and Standards Applicable to Listed Discretionary Activities:

34.4.2.12 Marinas

34.4.2.12.1 Marina development within that part of the Marina Zone specifically identified in Appendix J, Schedule 4, shall comply with the following:

- a) All exterior lighting shall be shielded when viewed from above and directed away from adjacent properties and legal roads

34.4.2.12.2 Assessment Criteria

The following matters shall be assessed as part of any resource consent application for a marina, in addition to other criteria where applicable under 34.4.1 and 34.4.2.

- a) Any effects on swing moorings which were lawfully established on or before 17th June 2010.
- b) The extent of clearance of coastal indigenous vegetation and any proposed reinstatement.
- c) Any navigation aids and signage.
- d) Provision for public access and signage, and vehicle access for adjoining mooring holders.
- e) Carparking provided and layout of vehicle access including:
- i) Sufficient carparks for marina users. Rule 34.1.1.2.3 will be used to determine appropriate carpark ratios;
- ii) Carparks for use by consent holders for swing moorings in Appendix J, Schedule 4.1 at a minimum rate of 1 carpark space per 3 swing moorings.
- f) Enhancement of the foreshore area at the north west end of that part of the Marina Zone specifically identified in Appendix J, Schedule 4.
- g) Landscaping proposed to ensure the integration of the marina with the surrounding environment. A landscape plan prepared by a qualified landscape architect shall be submitted to the Council as part of the application demonstrating how the development shall be integrated into the surrounding environment. The landscape plan shall include:
- (i) Planting areas that include robust locally sourced coastal tree and shrub species.



(ii) All hard landscape areas and landscape fixtures (including colours and materials).

(iii) Landscape management plan incorporating landscape specifications and maintenance measures.

h) Any adverse effects on tangata whenua in respect of access to and habitat for mahinga kai (cultural harvesting), waahi tapu and other taonga or any historic place or archaeological site, including any provision for off-set mitigation of effects.

i) Any positive effects that may be generated by the proposal, including the efficiency of storing vessels within purpose built and serviced marina facilities when compared with-other forms of mooring.

19. Add the following to the bullet point list activities in Rule 34.5 Non-Complying Activities:

- Any swing mooring identified in Appendix J, Schedule 4.1, at any time after 6 calendar months following the grant of consent for any development in that part of the Marina Zone specifically identified in Appendix J, Schedule 4.
- Placement and use (including occupation of the coastal marine area and maintenance) of swing moorings not listed in Appendix J, Schedule 4.1.

Chapter 35.0 Coastal Marine Zones One and Two

20. Add the following two new activities to the bullet point list in Rule 35.1 Permitted Activities:

- Placement and use (including occupation and maintenance) of swing moorings within Mooring Management Areas;
- Placement and use (including occupation and maintenance) of swing moorings for Waka in a defined Waka Mooring Management Area;

21. Add the following new rule under Rule 35.1.2 Specific Conditions:

35.1.2.13 Swing Moorings within Mooring Management Areas

Placement, use (including occupation of the coastal marine area) and maintenance of swing moorings within a Mooring Management Area or Waka swing moorings within the Waka Mooring Management Area shall be a permitted activity subject to the following condition:



- a) A bylaw is in place and a current Mooring Licence under the bylaw provides for the placement and use of the specified swing mooring.

NOTE: If no relevant Bylaw is in place, rule 35.3.2 applies.

22. Add a new rule under Rule 35.3 Limited Discretionary Activities as follows:

35.3.2 Where not provided for as a permitted activity under Rule 35.1.2.13, the placement and use (including occupation) of swing moorings within a Mooring Management Areas or Waka swing moorings within the Waka Mooring Management Area is a Limited Discretionary Activity;

35.3.2.1 Limits to the Council's Discretion

35.3.2.1.1 In the case described in 35.3.2, Council's discretion shall be limited to the following matters:

- a) Location within a Mooring Management Area or Waka Mooring Management Area; and
- b) The type and specification of mooring including the swing arc; and
- c) The availability of space within the Mooring Management Area or Waka Mooring Management Area; and
- d) The reservation of space for the relocation of moorings in Appendix J, Schedule 4.1; and
- e) The ability of the activity to comply with permitted activity noise standard, being Rule 35.1.1.4.1.

35.3.2.1.2 Applications made in accordance with Rule 35.3.2 will be considered without public notification and may be considered without either the service of notice, or without the need to obtain written approval of affected persons in accordance with the Act.

23. Amend and add to the list of bullet points in Rule 35.4 Discretionary Activities as follows:

- Activities listed as Permitted or Controlled Activities, which do not comply with the Standards specified for those activities, other than marine farms specified as Limited Discretionary Activities in Rule 35.3.1, or swing moorings specified as Limited Discretionary Activities in Rules 35.3.2.
- Placement of swing moorings outside Waikawa Bay;
- Swing moorings in Waikawa Bay outside of the Mooring Management Areas and which were either consented to prior to this rule becoming operative or which are for providing access to immediately adjoining properties in Waikawa Bay;



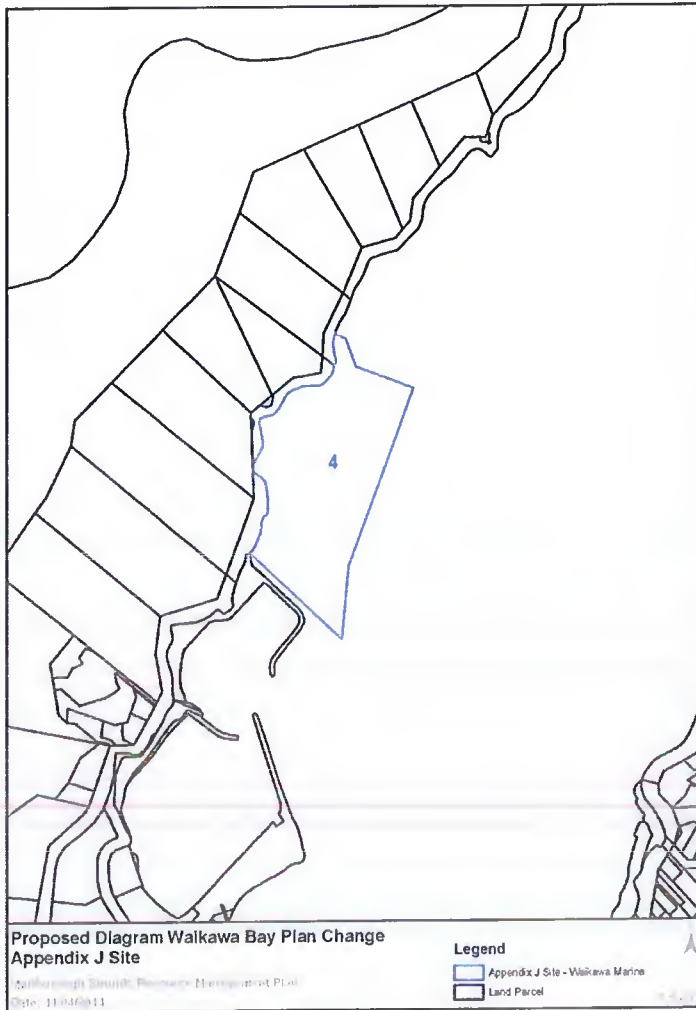
24. Add the following to the list of bullet points of activities in Rule 35.5 Non-Complying Activities as follows:

- Marinas within Waikawa Bay which are located outside the Marina Zone.

Appendix J

25. Add the following new schedule to Appendix J Schedule of Specifically Identified Areas:

4 Specifically Identified Area 4



4.1 Marina Zone - Moorings Schedule

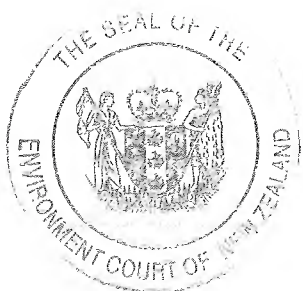
Moorings consented to and located within Marina Zone Specifically Identified Area 4. (Numbers issued by the Marlborough District Council)

154	157	158	389	986	2219	2294	2325	2333	2334	2383
2392	2502	2541	2542	2557	2559	2563	2582	2584	2625	2633
2759	2775	2782								



VOLUME 3 – MAPS

- 26. Amend Planning Maps 5, 51, 61 and 62 in accordance with the following map and in terms of 1. to 4. below:**
- 1. Extend the Waikawa Marina Zone to the northwest;**
 - 2. Include three Mooring Management Areas in Waikawa Bay;**
 - 3. Include one Waka Mooring Management Area in Waikawa Bay; and**
 - 4. Include a line extending from the Snout to Karaka Point to define ‘Waikawa Bay’.**







Current Legend



Zoning Map Series

-  Coastal Marine Zone 1
-  Coastal Marine Zone 2
-  Marina Zone
-  Port Zone
-  Conservation Zone
-  Town Commercial Zone
-  District Recreation Zone
-  Local Recreation Zone
-  Marae
-  Urban Industrial Zone
-  Rural One Zone
-  Rural Two Zone
-  Rural Township Zone
-  Sounds Residential Zone
-  Urban Residential Zone
-  Heritage Trees (Appendix A)
-  Heritage Sites (Appendix A)
-  Plan Boundary
-  River Mouth
-  Transmission Lines
-  Designated Area (Appendix F)
-  Specific Activity Sites (Appendix J)
-  Parcel
-  Islands not in Cadastre
-  Inset Map




Ecology Series Legend



-  Riparian - Category 1
-  Riparian - Category 2
-  Ecology (Appendix B)
-  Ecology Label

Landscape Series Legend

-  Prominent Ridge
-  Areas of Outstanding Landscape Value

Hazard Series Legend

-  Fault Line
-  Flooding
-  Unstable

-  Road & Hydro Parcels
-  Land Parcel

Road, Hydro & Land Parcel legend as above directly relates to the Ecology, Landscape & Hazard Series maps:

Maps 106 & 107 Contain Their Own Legends

Original drawn scale for printing at A3
Cadastral / Parcel Date: 8/12/2009
Cadastral Information from LINZ Crown Copyright Data







Proposed Legend



Zoning Map Series

-  Coastal Marine Zone 1
-  Coastal Marine Zone 2
-  Marina Zone
-  Port Zone
-  Conservation Zone
-  Town Commercial Zone
-  District Recreation Zone
-  Local Recreation Zone
-  Marae
-  Urban Industrial Zone
-  Rural One Zone
-  Rural Two Zone
-  Rural Township Zone
-  Sounds Residential Zone
-  Urban Residential Zone
-  Mooring Management Area
-  Waka Mooring Management Area
-  Heritage Trees (Appendix A)
-  Heritage Sites (Appendix A)
-  Plan Boundary
-  River Mouth
-  Transmission Lines
-  Walkawa Bay Boundary
-  Designated Area (Appendix F)
-  Specific Activity Sites (Appendix J)
-  Parcel
-  Islands not in Cadastre
-  Inset Map




Ecology Series Legend



-  Riparian - Category 1
-  Riparian - Category 2
-  Ecology (Appendix B)
-  Ecology Label

Landscape Series Legend

-  Prominent Ridge
-  Areas of Outstanding Landscape Value

Hazard Series Legend

-  Fault Line
-  Flooding
-  Unstable

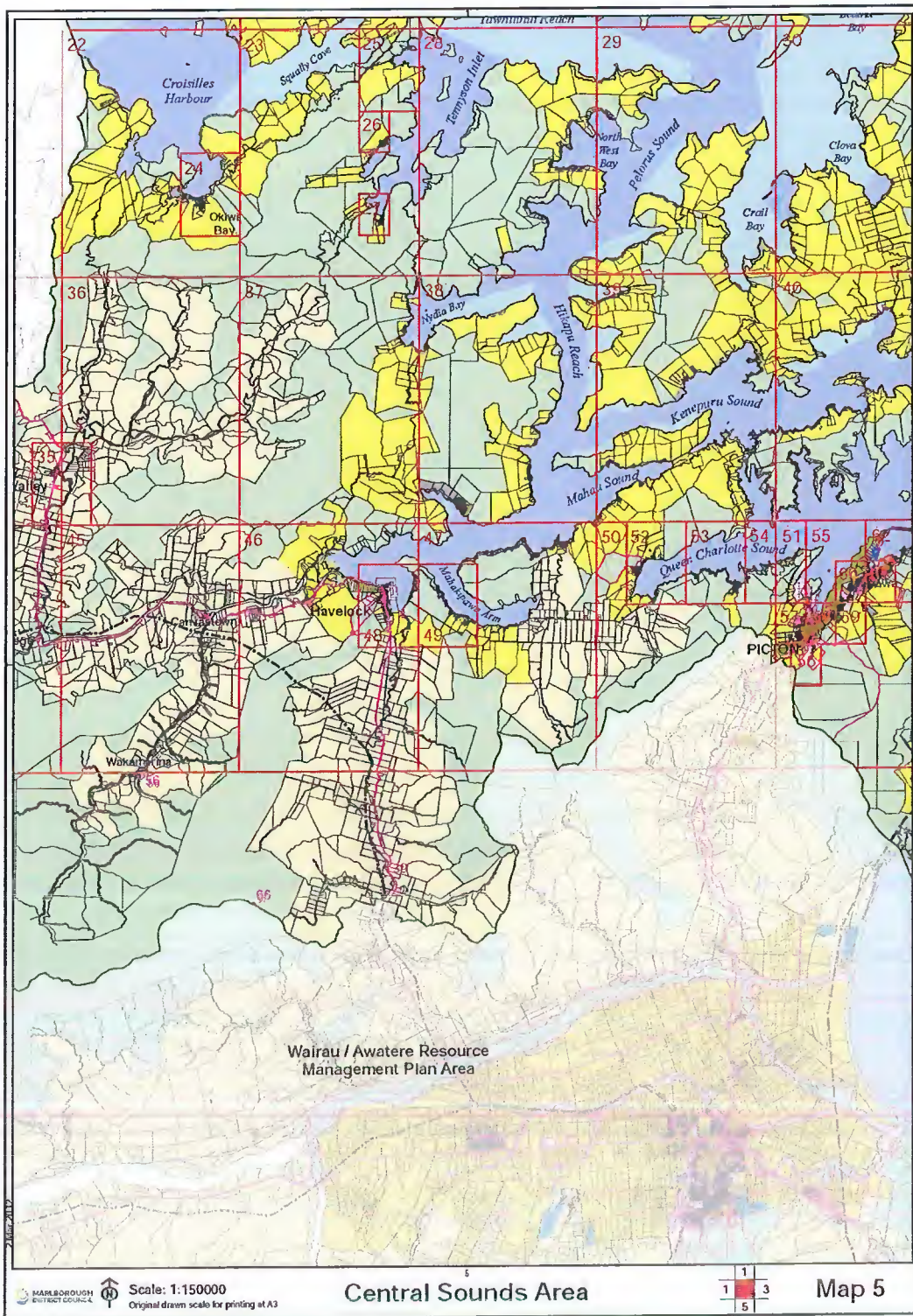
-  Road & Hydro Parcels
-  Land Parcel

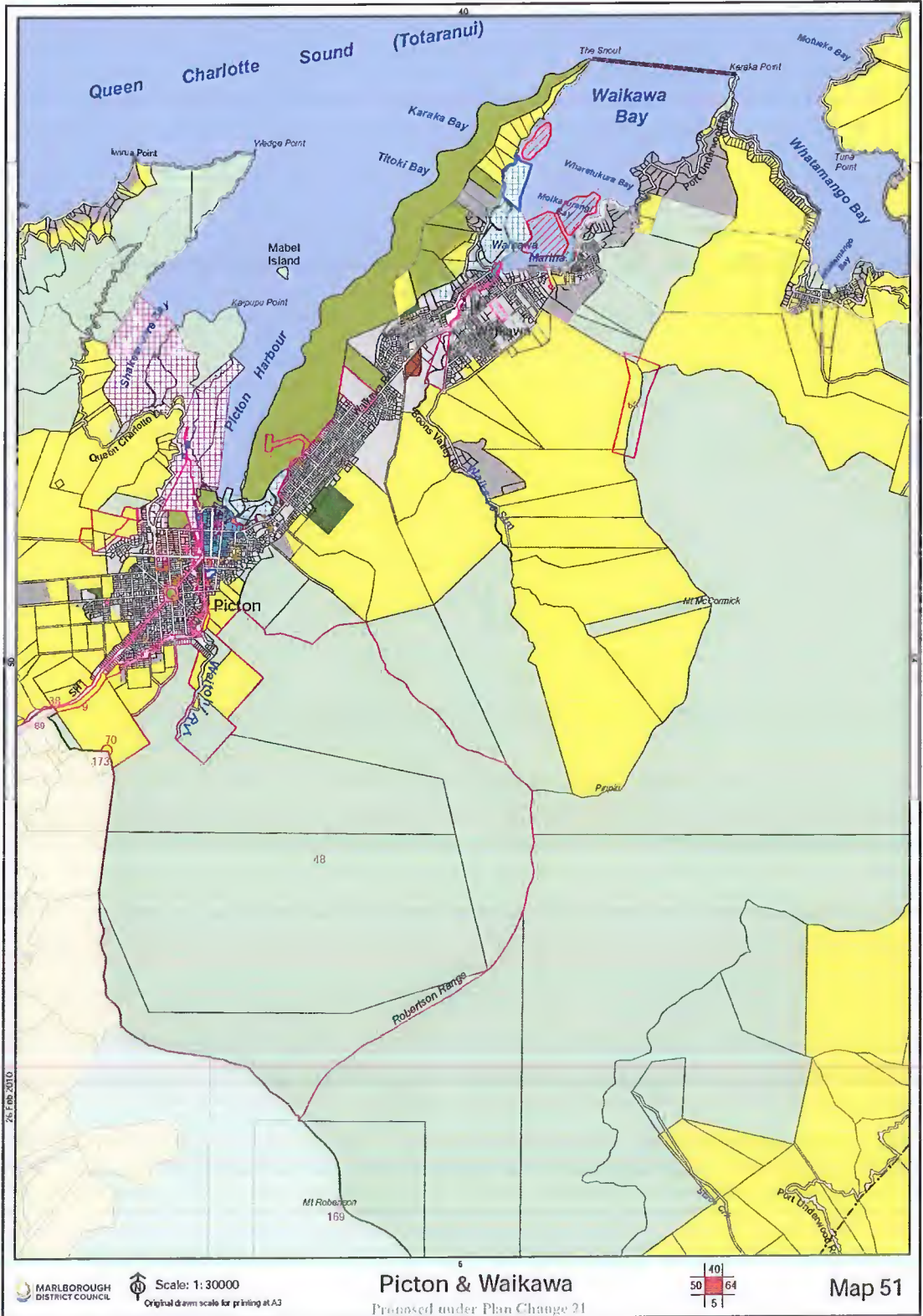
Road, Hydro & Land Parcel legend as above directly relates to the Ecology, Landscape & Hazard Series maps:

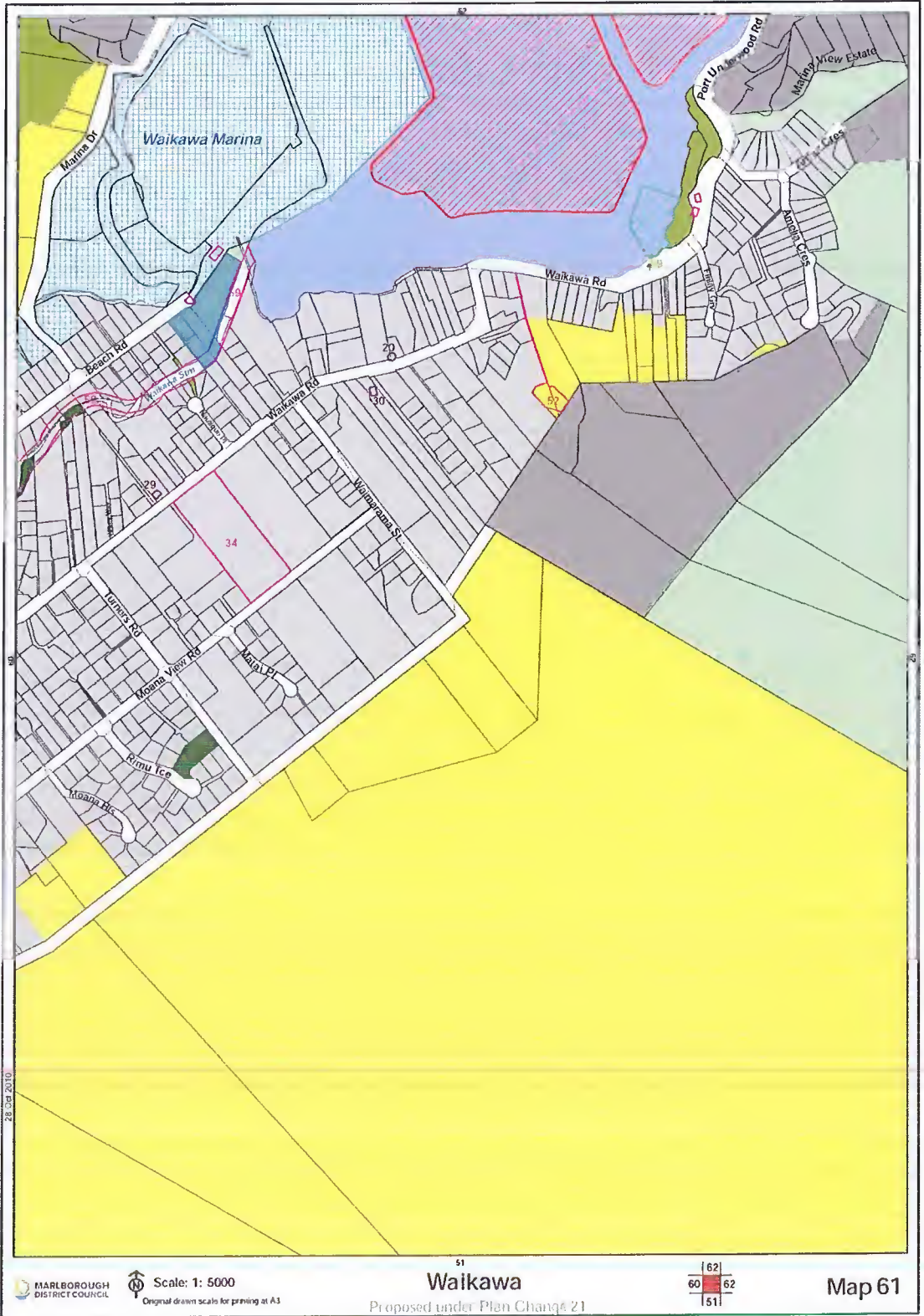
Maps 106 & 107 Contain Their Own Legends

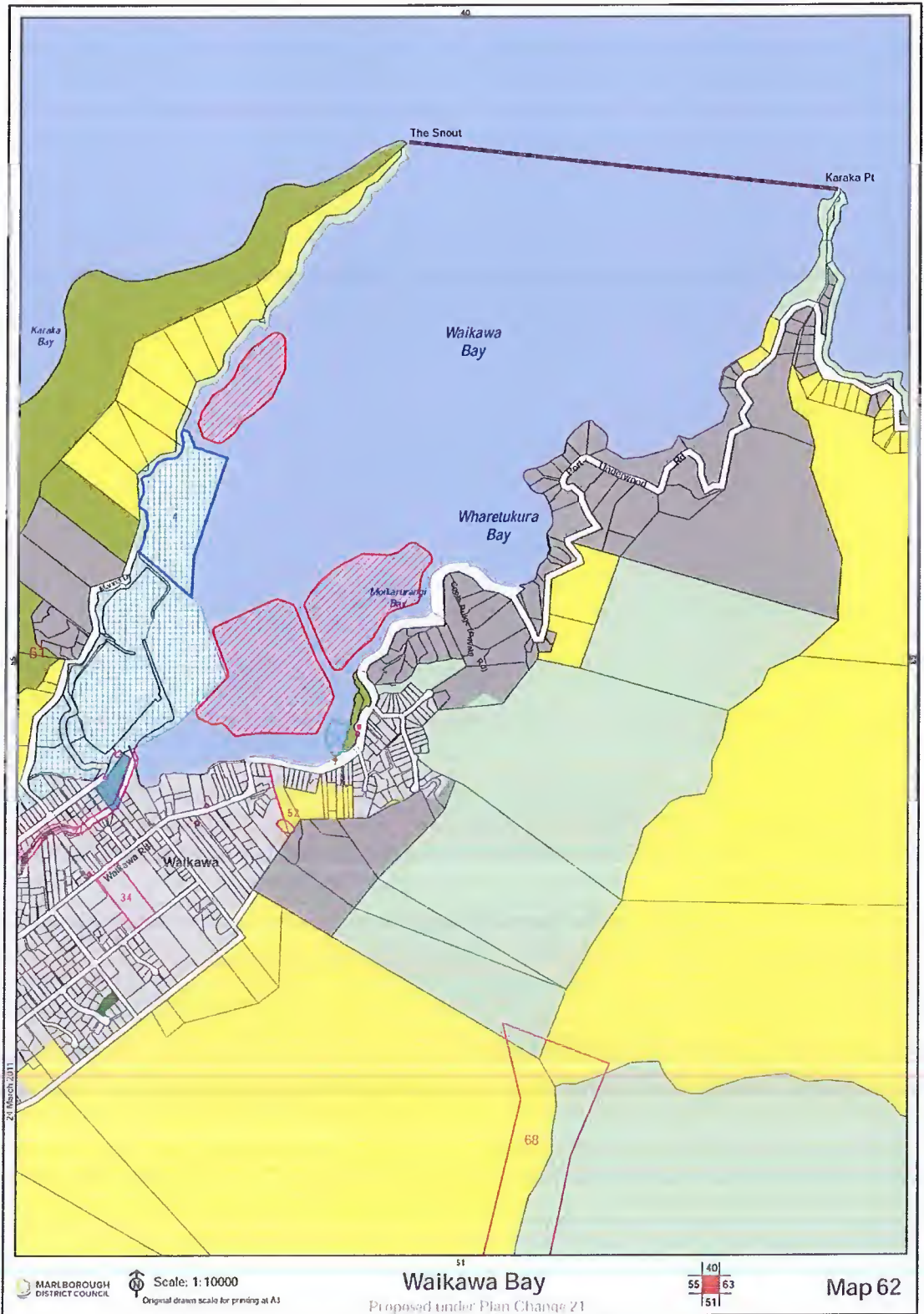
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