

THE AUCKLAND REGIONAL COMBINED PLAN

A Practitioner's How-To Manual & Statutory Rulebook



Author: Ben Ross, Assoc. NZPI

Version: 4.0 | June 2026

Concept Document for simulation purposes | Not operative policy.

Prepared by Ben Ross, Assoc. NZPI

Associate Member of the New Zealand Planning Institute (Assoc. NZPI)



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Context: Implementation Framework for the Planning Act and Natural Environment Act

⚠ STATUTORY DISCLAIMER & STATUS OF DOCUMENT

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The Auckland Regional Combined Plan: A Practitioner's How-To Manual

Version: 4.0 | **Date:** June 2026 | **Context:** Implementation of the Planning Act and Natural Environment Act

Introduction: The Paradigm Shift

Writing a Regional Combined Plan for a Tier 1 urban environment like Auckland requires a dramatic, fundamental shift in mindset from the legacy Resource Management Act (RMA) days. For decades, the old system fostered an "effects-based" free-for-all. Planners, developers, and communities were trapped in a paradigm where every minor development could be endlessly litigated based on subjective localized effects, bogging down critical infrastructure and stalling housing supply during a multi-decade crisis. The original Auckland Unitary Plan (AUP) of 2016 was a step forward, but it was still severely compromised by legacy overlays, special character protections, and thousands of bespoke local compromises.

The new statutory system—anchored jointly by the **Planning Act** and the **Natural Environment Act**—eschews that old model entirely. It replaces it with top-down strategic direction, the strict hierarchical mechanics of the "Planning Funnel," and a significantly narrowed, strictly objective scope of regulated effects.

This manual provides comprehensive, actionable tips, tricks, and strategic frameworks for synthesizing Parts 2, 3, and Schedule 2 of the Planning Bill. It will guide you through integrating the latest National Policy Statements (Infrastructure, Natural Hazards, Urban Development) and strictly applying the Universal Codebase of the National Standardised Zones (NSZ) into the complex Auckland geographical and political context.

1. Navigating the Planning Bill Architecture

Part 2: Working with the "Goals"

Under Part 2 of the Planning Bill, the nebulous, highly subjective, and heavily litigated concept of "sustainable management" has been completely stripped from the law. It has been replaced with clear, direct, and measurable **Goals**. The legislation explicitly mandates unlocking development capacity for housing, enabling primary sector economic growth, and doubling the nation's renewable energy output.

Your primary statutory job as a plan drafter is no longer to balance competing interests into a neutral middle ground; your job is to implement these statutory goals directly, without relitigating their merits at the local level.

- **Tip: Narrow your effects lens drastically.** You are now legally required to disregard subjective matters that historically stalled development. This legally excludes visual amenity, trade competition, private views, and effects deemed "less than minor."
 - *Drafting Action:* Systematically scrub the legacy Auckland Unitary Plan text. Strip out all qualitative assessment criteria like "maintenance of neighbourhood character," "sympathetic to existing streetscape scale," or "protection of volcanic view shafts" (unless specifically mandated by a superior National Instrument). If a developer proposes a compliant 6-storey building in Mt Eden, you cannot draft discretionary criteria that open the door for objectors to weaponize historical roadblocks. Focus the assessment criteria solely on objective, engineering-based metrics: shading angles (measured in degrees/hours), acoustic insulation (measured in decibels), and structural safety.
 - *The Implication:* Plan drafting should feel much more like writing a building code than writing a philosophical essay on urban form.
- **Trick: Reconcile conflicts upstream.** Under the RMA, conflicts between housing and the environment were often left unresolved in the plan, forcing costly battles at the resource consent stage. The new legislation expects you to resolve conflicts *upstream* during plan formulation.
 - *Drafting Action:* When framing your strategic direction, resolve conflicts in favour of the primary goals: enabling economic growth, providing resilient infrastructure, and creating well-functioning urban and rural areas. For example, if a local ecological preference (e.g., protecting a non-significant patch of scrub) conflicts with the delivery of a major renewable energy corridor or a T1 high-density housing node, the plan's strategic direction must explicitly state that the national goals prevail.

Part 3: Structuring the Regional Combined Plan

Part 3 mandates a single, highly integrated plan. For Auckland, this means merging the 30-year Regional Spatial Plan, the Natural Environment Plan (which sets the bio-physical limits), and the granular Land Use Plan into one unified, digital-first document. Gone are the days of thousands

of pages of static PDFs and contradictory chapters; the plan must be a layered, relational database and GIS-based interactive tool.

- **Tip: Follow the Planning Funnel.** Central government settles the big national debates via National Instruments. The Regional Spatial Plan sets the 30-year blueprint—drawing the crucial "Urban Dam." The Land Use Plan manages the fine grain within those boundaries.
 - *Understanding the Urban Dam:* The Urban Dam is the hard statutory boundary between **Urban Priority Areas** (targeted for massive, infrastructure-aligned growth) and **Urban Constrained Areas** (where growth is severely restricted to protect rural land and prevent infrastructure sprawl).
 - *Drafting Action:* Ensure your plan structure clearly reflects this hierarchy. Do not repeat national policy at the regional level, and do not repeat regional spatial strategy in the local zone rules. Use dynamic hyperlink cross-referencing. If the National Standardised Zone says a building can be 6 storeys, do not write a regional policy explaining *why* it can be 6 storeys—simply apply the zone.

Schedule 2: The Preparation Process

Schedule 2 dictates a fast-tracked, 2-year preparation timeline with heavily streamlined consultation requirements. This is a stark contrast to the gruelling 10-year rolling reviews of the past, preventing "consultation fatigue" and regulatory capture by well-funded local lobby groups.

- **Trick: Use the standardized consultation protocols.** Do not over-consult. The law no longer requires you to ask everyone about everything. Schedule 2 defines exactly *who* needs to be consulted and *when*. It places a massive premium on early, meaningful engagement with mana whenua and major infrastructure providers, deprioritizing general public opinion on technical zoning matters.
 - *Drafting Action for Mana Whenua:* Front-load your consultation. Engage immediately with Auckland's iwi and hapū—such as Ngāti Whātua Ōrākei, Te Kawerau ā Maki, and Ngāti Tamaoho. You must uphold the statutory requirements of their respective Treaty Settlement Acts. Translate their Cultural Impact Assessments directly into the spatial mapping of Sites of Significance early in the process, ensuring these act as "No-Go" baselines before any other zoning occurs.
 - *Drafting Action for Infrastructure:* Finalize network overlays with Watercare, Auckland Transport, and Transpower *before* drafting zone rules. Do not map a T1 high-density zone where Watercare has explicitly stated there is no wastewater capacity for the next 20 years. Avoid broad, open-ended public "visioning" exercises that contradict top-down National Instruments; instead, consult the public strictly on the localized *implementation* of those instruments (e.g., "Where exactly should the park go within this new T1 zone?").

2. Implementing the National Standardised Zones (NSZ)

The NSZ acts as the non-negotiable "Universal Codebase" for Aotearoa. You are dealing with exactly 17 distinct, standardized zones across rural, residential, commercial, industrial, and transit categories. You cannot invent new zones. You cannot merge zones. You must apply them exactly as codified.

Core Mechanics of the NSZ in Auckland:

- 1. Map Transit Spines First (The Engine of Growth):** The spatial geography of the new plan is explicitly anchored by transport investment.
 - *Application:* Wrap the high-intensity **Category 1 Transit (T1)** zone tightly around the new City Rail Link (CRL) stations opening this year (Waitematā, Te Waihorotiu, Karanga-a-Hape, and Maungawhau), as well as the Northern and Eastern Busways. T1 implies a walking catchment of approximately 800 meters.
 - *Application:* Use **Category 2 Transit (T2)** for high-frequency arterial bus routes that do not have dedicated rights-of-way (e.g., Dominion Road, Great North Road, Manukau Road). T2 implies a walking catchment of 400 to 600 meters.
- 2. Enforce DFF (Density Follows Frequency):** Building heights and yields are now legally tethered to transit frequency and infrastructural capacity.
 - *Application:* Ensure that the rules applied within T1, T2, and High-Rise (HC2) zones strictly mandate *minimum* building heights. For T1, this means a minimum of 6 storeys. You must implement the "**Hard Shell/Soft Core**" design parameters dictated by the NSZ for these areas.
 - *What is Hard Shell/Soft Core?* This means the rules must mandate zero-setback, robust commercial frontages facing the arterial roads (the Hard Shell to block noise and create street life), which then step down into deeply landscaped, acoustically quiet courtyards at the rear of the blocks (the Soft Core for residential wellbeing). Do not allow single-dwelling suburban sprawl or surface parking lots to consume valuable transit-adjacent land.
- 3. Map the Industrial and Rural Workhorses:** The plan must proactively protect economically productive land from reverse sensitivity and residential encroachment. Housing is important, but a city without logistics or food production will fail.
 - *Application:* Use the **Exclusively Industrial (EI)** and **General Industrial (GI)** zones to protect 24/7 heavy operations in South Auckland (Wiri, East Tamaki, Airport etc) and Southdown/Perose.
 - *Application:* For the rural sector, utilize the **Rural Extractive (RE)** zone to safeguard critical construction supply lines (like the massive Drury Quarry expansion or Kaipara sand mining), and deploy **Rural Production (RP)** to strictly protect the elite, Class 1 soils in Pukekohe from lifestyle-block subdivision.

4. **Apply the 3-30-300 Rule (Public Health & Amenity):** The new system removes subjective "character" rules but replaces them with strict environmental and public health minimums. When drafting precinct overlays and sub-zones for residential categories (LC1, LC2, MC1, HC2), you must embed the following into subdivision and development rules:
- **3 trees:** Every new home must be designed with a line-of-sight to at least 3 mature or establishing trees.
 - **30% canopy:** Every neighbourhood precinct plan must prove it will achieve a minimum 30% urban canopy cover at maturity.
 - **300m distance:** Every citizen must live within a 300-meter walkable route of a public park or green space. Developers must provide this land or pay massive development contributions to fund targeted council acquisitions.
- **PRO TIP - The Procedural Penalty:** *Never* create a bespoke zone. Councils that strictly apply the National Standardised Zones are automatically shielded from costly litigation and merit appeals in the Environment Court. If you tweak the core parameters of a zone (e.g., trying to sneak in an "Auckland Special Character Overlay" to bypass density rules in Ponsonby), you immediately lose your legal shield. The Council will be exposed to years of litigation, and central government may intervene directly. Stick strictly to the codebase.

3. Integrating the NPS Infrastructure (NPS-I) 2025

The NPS-I 2025 is a radical departure from the RMA's treatment of infrastructure as an "environmental nuisance." It requires planners to proactively provide for infrastructure to meet current and expected demand, forcing a fundamental recognition of the *functional and operational needs* of these networks. A wastewater treatment plant, a high-voltage corridor, or a seaport simply cannot be located anywhere else.

- **Tip: Infrastructure trumps incompatibility.** Part 2 of the Planning Bill asks you to separate incompatible land uses. However, under the NPS-I, you must proactively manage "reverse sensitivity" by restricting the *encroachment*, not the *infrastructure*.
 - *Drafting Action:* Ensure that sensitive activities (like high-density housing, retirement villages, daycares, or schools) are either strictly restricted or heavily mitigated when located near major infrastructure corridors. This applies to the Ports of Auckland, Auckland Airport's noise contours, State Highway 1, the Transpower National Grid, and Watercare's Central Interceptor.
 - *The Mechanism:* You must place the regulatory burden on the sensitive activity. For example, do not restrict the operational hours or noise limits of the Port; instead, require any new apartments built in the CBD near the Port to have triple-glazing and mechanical ventilation, making them impervious to port noise.
- **Trick: Leverage the "Plan Stop" exemptions.** In August 2025, the government passed an amendment pausing general plan-making until the end of 2027 while the new system comes fully online. However, there are critical exemptions designed specifically for infrastructure.
 - *Drafting Action:* Ensure that any spatial planning for major infrastructure corridors happening *right now* (e.g., the Alternative Waitemātā Harbour Crossing or the Northwest Rapid Transit corridor) utilizes the streamlined consenting and plan-change exemptions explicitly provided for critical networks. This allows vital transport, renewable energy (e.g., solar farms in Rodney), and water projects to bypass the statutory freeze and secure land designations immediately, saving years of project timelines.

4. Embedding the NPS Natural Hazards (NPS-NH) 2025

The legacy RMA treated natural hazards with broad, sometimes overly cautious, and often legally challengeable strokes (often relying on historical data rather than forward-looking climate projections). The NPS-NH 2025 radically alters this by mandating a highly specific, mathematically rigorous, **risk-based assessment** utilizing the standardized Likelihood and Consequence tables found in Appendix 1 of the NPS-NH.

- **Tip: Immediate Legal Effect.** Under recent statutory amendments to the transitional provisions, any plan changes or rules you notify relating to natural hazards have *immediate legal effect* upon notification. They do not wait for the appeals process to conclude.
 - *Strategic Use:* This is perhaps the most powerful tool available to a Council planner. It allows Auckland Council to instantly halt non-compliant, dangerous development in highly vulnerable coastal inundation areas (e.g., low-lying parts of Tamaki Drive, Mission Bay) or unstable coastal cliffs (e.g., specific Muriwai or Piha cliff edges) the moment the draft plan is published.
- **Trick: Map the "Very High Risk" zones strictly and unapologetically.** Using the Appendix 1 risk matrix, you must categorize all hazard areas across Auckland into three distinct buckets: *Acceptable*, *Potentially Tolerable*, or *Significant* (Very High Risk).
 - *Drafting Action:* Identify areas with both a high likelihood of hazard events and severe consequences to life and property (such as the 1% AEP floodplains in Kumeu, Henderson, and parts of the Wairau Valley, factoring in 100 years of projected sea-level rise).
 - *The Rule:* In the Combined Plan, use the strictest NSZ rule available: **Development, intensification, and subdivision are strictly prohibited in 'Very High Risk' zones.** There is no pathway for discretionary consent.
 - *For the Middle Ground:* For moderate or "Potentially Tolerable" risk areas, focus on adaptable design rules (e.g., mandating raised floor levels, relocatable foundations, or amphibious architecture) rather than outright prohibition. The developer takes on the residual financial risk, not the Council.

5. Delivering the NPS Urban Development (NPS-UD)

As a Tier 1 Urban Environment, Auckland bears the heaviest statutory burden in the country to ensure immense, long-term development capacity. The NPS-UD works in perfect tandem with the NSZ framework to unlock housing and business growth, commanding planners to plan both "up and out," while aggressively stripping away market constraints.

- **Tip: Do not set maximums where minimums belong.** In the T1, T2, and HC2 (High-Rise Category 2) zones, the NSZ requires a *minimum* of 3 to 6 storeys. A major, common drafting error among local planners is accidentally porting over legacy RMA controls out of sheer habit.
 - *Drafting Action:* Ensure your local implementation does not introduce contradictory height limits, aggressive shading recession planes (e.g., the old "Height in Relation to Boundary" rules), or strict Floor-Space Ratio (FSR) caps that stifle the NPS-UD mandate to maximize capacity. If the zone calls for high-rise, the rules must genuinely, economically enable high-rise.
 - *Parking Mandate:* Furthermore, ensure that all minimum parking rates are entirely stripped from the plan across all zones, as mandated by the NPS-UD. Developers, not planners, will decide how much parking the market demands. In T1 zones, you should actively consider implementing *maximum* parking rates to force modal shifts toward the adjacent rapid transit.
- **Trick: Eliminate "Agent of Change" ambiguities.** When applying high-density urban zones near existing industrial (QI, GI) or commercial (CC) areas, friction is inevitable. Residents moving into new apartments will inevitably complain about noise, smell, or light from pre-existing businesses. To solve this, explicitly apply the NSZ rule that the *developer* (the "agent of change") bears the full statutory and financial cost of mitigating pre-existing nuisances.
 - *Example in Action:* If a developer wishes to build a 10-storey apartment block next to the existing rail corridor in Newmarket, or near a legacy live music venue on Karangahape Road, the Combined Plan rules must compel the developer to install premium acoustic glazing, isolated floor slabs, and mechanical ventilation at their own cost. This entirely protects the existing economic and cultural activity from future noise complaints, preventing the "sterilization" of Auckland's vibrant mixed-use hubs.

6. Auckland Combined Plan Framework and Zone Location Methodology

To successfully draft the Combined Plan, planners must follow a strict spatial sequencing methodology. You cannot simply pull out a map and start colouring in residential or commercial zones based on community preference. You must follow the statutory math. The environmental baselines and transit spines must be set first.

Use the following framework to methodically locate the 17 Standardised Zones across the Auckland region.



Step 1: Establish the "No-Go" and "Must-Go" Baselines (Overlays)

Before applying any of the 17 base zones, map the exclusionary and functional overlays. This is the foundational layer of the GIS map.

- **The Hazard Baseline (NPS-NH):** Map the Appendix 1 "Very High Risk" areas (e.g., 1% AEP floodplains in West Auckland, eroding cliffs, tsunami evacuation red zones). These act as hard constraints where development is strictly prohibited, overriding any underlying zone.
- **The Cultural Baseline:** Map the Sites of Significance to Māori as negotiated in the front-loaded consultation. These must be protected from inappropriate development.
- **The Infrastructure Baseline (NPS-I):** Map the designated corridors for the National Grid, State Highways, and major water interceptors. These areas are ring-fenced to prevent reverse sensitivity.
- *Common Pitfall:* Failing to map the infrastructure baseline first will result in you zoning high-density housing directly underneath high-voltage transmission lines, triggering massive safety and legal issues later.

Step 2: Anchor the Transit and Commercial Core (T1, T2, CC, NC)

The NPS-UD and NSZ dictate that Density Follows Frequency (DFF). The core is defined by public transport capacity.

- **Category 1 Transit (T1):** Map this zone in an 800-meter walkable catchment around Auckland's highest-capacity rapid transit nodes. This includes all City Rail Link (CRL) stations, the Northern Busway stations, the Eastern Busway, the upcoming Airport to Botany Transit interim improvements, and key ferry terminals (e.g., Devonport, Half Moon Bay). This zone mandates a minimum of 6 storeys.
- **Category 2 Transit (T2):** Map this zone in 400-to-600-meter catchments along frequent arterial bus routes (any bus route that is an XX numbered route). This zone mandates a minimum of 3 storeys.
- **Commercial Centre (CC) & Neighbourhood Commercial (NC):** Embed CC zones within major metropolitan hubs (Newmarket, Albany, Manukau, Sylvia Park) to allow large-scale commercial footprints and major employment centres. Use NC for small, localized shops (dairies, cafes) embedded within residential matrices to support 15-minute, walkable neighbourhoods.
- *Common Pitfall:* Shrinking the T1 800m walkable catchment due to local opposition. The 800m is a statutory mandate based on human walking speed; it is not a suggestion.

Step 3: Gradient the Residential Muscle (HC2, MC1, LC1, LC2)

Once the transit spines and commercial hubs are set, build the residential capacity radiating outward.

- **High-Rise Category II (HC2):** Apply this zone directly adjacent to T1 and CC zones. This is for areas where transit and infrastructure capacity supports high-density living without necessarily being directly on the noisy transit spine itself (e.g., the quiet streets one block back from Great North Road).
- **Mid-Rise Category I (MC1):** Create a broad transitional ring around HC2 and T2 zones. This accommodates townhouses, terraced housing, and medium-scale apartment complexes (typically 3-6 storeys). This is the "missing middle" workhorse zone.
- **Low-Rise (LC1 & LC2):** Apply these zones only to the outer urban bounds, specifically at the edge of the "Urban Dam" (the boundary between Urban Priority Areas and Urban Constrained Areas). LC1 allows up to 3 storeys by right; LC2 is strictly single-dwelling and should only be used where severe infrastructure constraints exist (e.g., un-upgraded wastewater catchments).
- *Crucial Action:* For all residential zones (HC2 down to LC1), ensure the **3-30-300 Rule** is hardwired into the subdivision, precinct, and resource consent rules.

Step 4: Protect the Economic Workhorses (EI, GI, QI)

Industrial land in Auckland is heavily constrained and faces constant pressure for residential redevelopment. It must be fiercely protected to ensure the city functions.

- **Exclusively Industrial (EI):** Apply this to heavy operations in South Auckland (Wiri, Penrose, Auckland Airport precinct) and East Tamaki. Residential activities, including caretaker accommodations, are strictly prohibited here to prevent reverse sensitivity.
- **General Industrial (GI):** Apply as a buffer around EI zones or for standalone manufacturing hubs that require fewer nuisance protections but still need rigid spatial separation from housing.
- **Quasi-Industrial (QI):** Apply to light industry and transition areas (e.g., parts of Morningside, Rosebank Road, or Onehunga) where maker-spaces, breweries, light logistics, and creative offices can co-exist closer to urban centres without causing toxic nuisances.

Step 5: Delineate the Rural Fringes (RP, RM, RE, RR)

The final spatial step is managing the land outside the "Urban Dam."

- **Rural Production (RP):** Map this strictly over Auckland's elite, highly productive soils, specifically the horticulture hubs in Pukekohe and the Franklin district. This zone prioritizes national food security over lifestyle blocks. Subdivision is heavily restricted.
- **Rural Extractive (RE):** Apply this to safeguard critical aggregate and mineral supply lines, such as the Drury Quarry expansion or Kaipara sand mining operations, ensuring they are buffered from reverse sensitivity complaints by rural residents.
- **Rural Mixed (RM) & Rural Residential (RR):** Apply these transition zones sparingly near the edge of the Urban Dam. They must be managed carefully to ensure lifestyle blocks

do not compromise the operational viability of RP or RE zones, nor create a financial burden for the Council to provide urban-level infrastructure to rural areas.

Step 6: Monitoring and Dynamic Updating

Because the Combined Plan is a digital-first document, it requires constant monitoring against the statutory Goals.

- *Drafting Action:* Build in automated data feeds regarding housing consents, infrastructure capacity, and hazard events. If the data shows housing capacity falling behind the NPS-UD targets, the plan should have built-in triggers to automatically "up-zone" adjacent MC1 areas into HC2 areas without requiring a full plan review.

Summary Checklist for the Plan Drafter:

- Are all bespoke, local-level zones completely eliminated in favour of the 17 NSZ Universal Codebase categories (from T1 Transit down to RR Rural Residential)?
- Have legacy subjective criteria (visual amenity, private views, neighbourhood character, trade competition) been comprehensively scrubbed from all assessment rules and replaced with objective metrics?
- Are T1/T2 Transit zones mapped exclusively and accurately to Auckland's rapid and frequent transit networks (e.g., the new CRL stations and dedicated busways) using the strict 800m/400m catchment math?
- Have you proactively engaged with specific mana whenua groups (e.g., Ngāti Whātua, Te Kawerau ā Maki) in accordance with their Treaty Settlement Acts and mapped their Sites of Significance *before* drafting rules?
- Have you utilized the "Plan Stop" exemptions to advance critical, time-sensitive infrastructure planning across the region?
- Is the operational and functional need of critical infrastructure (Ports, Airport, National Grid, Central Interceptor) protected from reverse sensitivity via strict zoning and mitigation requirements on adjacent properties?
- Are Natural Hazard rules properly mapped to the Appendix 1 Risk Matrix (Likelihood x Consequence) and flagged for immediate legal effect upon notification?
- Are all new developments, subdivisions, and intensifications strictly prohibited in "Very High Risk" coastal and flood-prone zones?
- Does the plan embed and legally enforce the 3-30-300 rule (trees, canopy, park access) for all new residential subdivision and precinct overlays?
- Is the "Agent of Change" principle clearly codified to protect existing industrial, infrastructure, and commercial activities from reverse sensitivity complaints by new residential developments?
- Have all minimum parking requirements been stripped from the entire Combined Plan?

- Has the "Urban Dam" been clearly delineated, definitively separating Urban Priority Areas from Urban Constrained Areas to prevent infrastructure sprawl?

AUCKLAND REGIONAL COMBINED PLAN (STATUTORY MODEL EXAMPLE)

Document Ref: ARCP-2026-V9

Statutory Status: Proposed Regional Combined Plan for Auckland

Empowering Legislation: Planning Act 2026, Natural Environment Act 2026

Operational Jurisdiction: Auckland Council (Tier 1 Local Authority)

PART 1: STATUTORY AUTHORITY, OBJECTIVES, AND SYSTEM ALIGNMENT

1.1 Purpose, Scope, and the End of the "Postcode Lottery"

[This document constitutes the Auckland Regional Combined Plan \(the Plan\), drafted pursuant to Part 3 and Schedule 2 of the Planning Act 2026.](#) This Plan represents a definitive, uncompromising, and irreversible shift in the Auckland region's regulatory architecture. It completely supersedes, integrates, and legally extinguishes the legacy Auckland Unitary Plan (AUP) 2016, along with all associated legacy district plans, regional policy statements, bespoke precinct manuals, and ad-hoc master plans that previously governed the isthmus and its surrounding territories.

For decades under the repealed Resource Management Act (RMA), Auckland suffered from a highly inequitable "Postcode Lottery" of localized rules. The system was functionally captured by hyper-local politics and well-funded resident associations. Affluent suburbs successfully lobbied for the implementation of arbitrary "Special Character Areas," restrictive volcanic view shafts that protected private outlooks over the public good, and bespoke aesthetic exemptions. This effectively granted a regulatory veto power to a minority over the urgent housing needs of the many. It deliberately blocked regional growth mandates, artificially inflated land values far beyond the reach of average earners and forced high-density intensification outward into lower socio-economic peripheral areas that fundamentally lacked the public transit, civic infrastructure, and employment density to support it. The cumulative result was a generation locked out of homeownership, a massive misallocation of private capital into unproductive land banking rather than productive enterprise, an explosion of transport-related carbon emissions, and a region paralyzed by traffic congestion.

This Plan permanently eradicates that paradigm. It operates as a singular, digital-first statutory instrument implementing the "Universal Codebase" of the National Standardised Zones (NSZs). For decision-makers, plan authors, developers, and the Environment Court, this shift moves the entire planning system from a model of subjective negotiation—where vague, unquantifiable concepts like "amenity values," "neighbourhood character," "visual dominance," and "less than minor effects" were endlessly debated by lawyers and planners at immense financial cost—to an objective, mathematical **"Culture of Adherence."** Under this new doctrine, the planning

system functions explicitly like a building code. Strict compliance with the mathematical, engineering, and spatial standards detailed in this Plan automatically guarantees "Permitted Activity" status. This entirely removes the ability of third parties, NIMBY (Not In My Back Yard) groups, or trade competitors to stall compliant development through vexatious litigation, public notification demands, or subjective merit appeals. Regulatory power is definitively shifted from the courtroom and the political chamber back to the architects, structural engineers, and urban designers. If the math works, the building is built.

1.2 Statutory Goals and System Integration

This Plan is strictly mandated to advance the objectives of the Planning Act 2026. All decision-making—from macro-level spatial mapping down to the algorithmic issuance of individual, site-specific resource consents—must proactively achieve the following strategic outcomes:

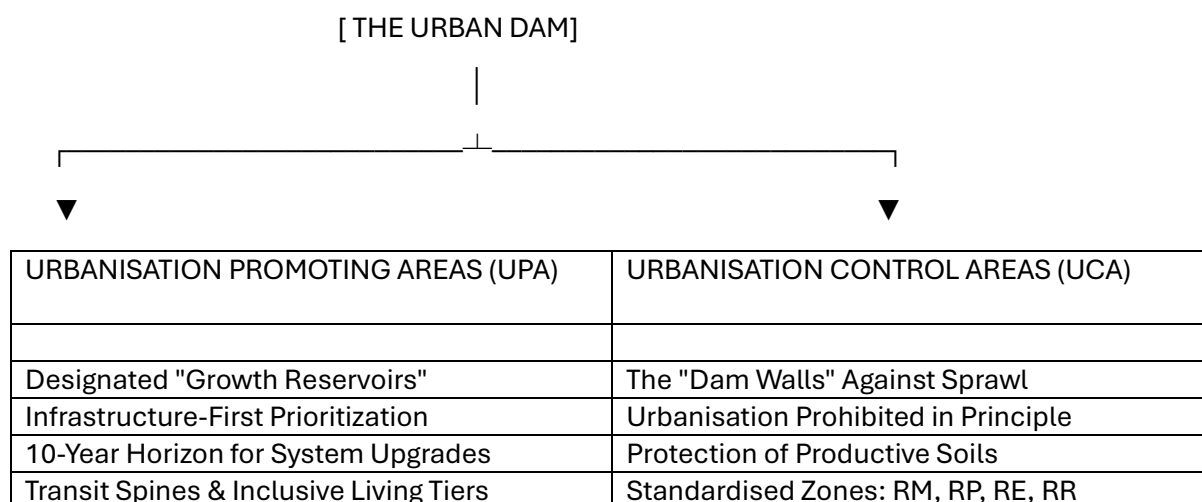
1. **Housing Supply and Urban Capacity (The 30% Elasticity Buffer):** Implementing a structural, unbreakable commitment to accommodate a projected population increase of 500,000 persons within a 10-year horizon. This requires prioritizing "infrastructure-first" systematic urbanization over speculative, disconnected greenfield rezoning. Crucially, the Plan is mathematically modelled to ensure that "live zoned" capacity (land zoned for immediate high-density development with utility pipes currently in the ground and operational) exceeds projected population growth by a minimum statutory buffer of 30%.
 - *The Anti-Land Banking Mechanism:* This elasticity is not an aspirational target; it is a hard statutory floor, deliberately designed to permanently crush land banking and suppress speculative land inflation. By ensuring there is always a minimum 30% surplus of developable land actively on the market, incumbent landowners completely lose the monopolistic power to restrict supply to artificially inflate prices.
 - *Algorithmic Upzoning:* If the regional capacity buffer drops to 29% based on quarterly consenting data compiled by the Ministry of Housing and Urban Development (HUD), automatic, non-notified upzoning triggers are legally activated across designated transition buffers. This occurs without requiring political review, council votes, or a formal plan change process.
2. **Infrastructure Resilience and Algorithmic Alignment:** Ensuring the operational integrity of regional assets in accordance with the National Policy Statement for Infrastructure (NPS-I) 2025. Infrastructure capacity (three waters, high-voltage energy grids, and rapid transit corridors) acts as the absolute, non-negotiable trigger for density mandates. We no longer blindly upzone remote rural land where pipes do not exist, hoping the private market will miraculously resolve the multi-billion-dollar deficit. Conversely, the moment public pipes are upgraded in existing urban areas via the Long-Term Plan (LTP), upzoning to the maximum NSZ allowance is immediate, automatic, and mandatory.
 - *Strategic Infrastructure Corridors (SICs):* Major infrastructural routes are designated as SICs. These override all underlying zones, granting immediate

permitted activity status for the construction, maintenance, and upgrading of critical network utilities, entirely bypassing local consenting roadblocks.

3. **Natural Hazard Risk Reduction (The Red Line Policy):** Implementing an uncompromising, actuarial risk-based framework in accordance with the National Policy Statement for Natural Hazards (NPS-NH) 2025. We proactively prohibit development in "Very High Risk" zones based on a 100-year climate horizon (Year 2126). This completely abandons the previous, fundamentally flawed standard of relying on historical weather data to predict future risk.
 - *Climate Horizon Modelling:* The new spatial mapping strictly utilizes the RCP 8.5 (Representative Concentration Pathway) high-emissions scenario to model severe cyclonic intensity, increased pluvial flooding from intensifying impervious runoff, and a minimum 1.2m sea-level rise baseline. It directly acknowledges the global retreat of reinsurers from coastal markets; local authorities are legally barred from constructing new ratepayer-funded sea walls to protect doomed private assets built in defiance of geological realities.
4. **Economic Productivity and the Shield of Reverse Sensitivity:** The fierce protection of the "Productive Heartland" (elite Class 1 and 2 soils in the Franklin District) and the maintenance of Exclusively Industrial employment hubs (Penrose, Wiri, Airport, East Tamaki, Rosebank Peninsula) with absolute zero residential tolerance. Auckland faces an acute industrial land squeeze that threatens national supply chains. This Plan secures critical freight logistics, heavy manufacturing, and primary export sectors against the existential threat of reverse sensitivity—crippling noise, vibration, and odour complaints from encroaching, gentrifying residential developments. Industry was here first; industry stays, completely shielded from nuisance litigation by new urban residents.
5. **Treaty of Waitangi Partnerships and Te Mana o te Wai:** Giving full, actionable, and statutory effect to Mana Whenua Treaty Settlement Acts through built-in co-governance frameworks. This extends far beyond mere administrative consultation or the drafting of non-binding cultural impact assessments. It embeds Iwi Management Plans directly into the GIS spatial overlays.
 - *Operationalizing Te Mauri o te Wai:* The Plan operationalizes concepts like *Te Mana o te Wai* and *Te Mauri o te Wai* (the vital, life-giving essence of water) at the localized, sub-catchment level. This directly dictates heavy-metal filtration mandates using mandatory "Treatment Trains" (a series of ecological filtration steps including swales, rain gardens, and gross pollutant traps), strict stormwater attenuation volumes, and wastewater discharge purity standards for every new subdivision. It effectively grants Mana Whenua joint statutory sign-off on major infrastructural outfalls into the Waitematā, Manukau, and Kaipara harbours, ensuring the ecological restoration of the region's marine environments.

PART 2: STRATEGIC GROWTH MANAGEMENT & THE "URBAN DAM"

This Plan establishes the "**Urban Dam**," a binary, legally impenetrable spatial boundary designed to permanently end the financial ruin and ecological devastation of ad-hoc greenfield sprawl. By legally concentrating municipal and central government infrastructure investment within a defined, highly compact footprint, we create an efficient, high-performance, and fiscally responsible urban core.



2.1 Urbanisation Promoting Areas (UPA): The Growth Reservoirs

UPA lands define the interior of the Urban Dam. These act as designated "growth reservoirs" for systematic, high-yield, transit-oriented urbanization over the next 10 years.

- Zoning Architecture:** Standardised urban zones (**Category 1 & 2 Transit, High/Mid/Low-Rise Residential**) and core commercial/industrial nodes are applied exclusively within this perimeter.
- Policy Logic and CAPEX Alignment:** Intensification within the UPA is mandatory, not merely optional. The statutory alignment between Auckland Council's 10-year Long-Term Plan (LTP) and this Combined Plan is absolute. Historically, councils would zone land for housing but deliberately withhold the infrastructure funding required to unlock it, creating a phantom capacity that satisfied government targets on paper but produced no actual homes. Under this regime, Council is legally compelled to prioritize its capital expenditure (CAPEX) for sewage, stormwater attenuation, and street upgrades strictly within these reservoirs to support the NSZ density minimums.
- Statutory Manager Intervention:** Attempting to politically divert CAPEX to subsidize highly inefficient lifestyle-block infrastructure outside the UPA is classified as an *ultra vires* action under this Plan. Doing so will trigger immediate central government intervention under the Planning Act, leading to the stripping of local consenting powers and the appointment of independent statutory managers to redirect Council budgets.

2.2 Urbanisation Control Areas (UCA): The Dam Walls

UCA lands lie outside the Urban Dam and function as the inflexible "dam walls."

- **Zoning Architecture:** Rural Standardised Zones (**RP, RM, RE, RR**).
- **Policy Logic and Planned Deprivation:** Urbanization is prohibited in principle. The UCA is backed by a deliberate, transparent policy of "planned infrastructural deprivation" regarding urban-scale utilities. Auckland Council will not extend town water supply or wastewater interceptors into these areas. Roading upgrades are strictly limited to safety improvements (e.g., wire-rope median barriers, slip-lane removals, intersection realignments), not capacity expansion or lane duplication. By legally capping infrastructure investment here, the Plan economically disincentivizes sprawl, protects the regional food basket, secures aggregate supply chains from residential noise complaints, and shields vulnerable biodiversity corridors from subdivision creep, light pollution, and pet predation.

2.3 The Dam Spillway (10-Year Expansion Logic)

The Urban Dam is not completely static; it operates on a highly regulated 10-year "Spillway" logic to ensure long-term regional elasticity.

- **Algorithmic Triggers:** If the 30% capacity buffer within the UPA cannot be met through vertical intensification (upzoning) alone—measured by housing completions falling below population growth for three consecutive quarters—the Dam Spillway is automatically opened.
- **Contiguous Transit Expansion:** Highly specific, contiguous blocks of UCA land that sit *directly adjacent* to existing or fully funded rapid transit corridors will be converted into UPA land. This ensures that when the city must expand outward, it does so in a contiguous, transit-led manner (Transit-Oriented Development or TOD) rather than leapfrogging into remote rural valleys that require billions of dollars in new, unfunded highway infrastructure.

PART 3: THE STANDARD ZONE LOCATION METHODOLOGY

The allocation of the National Standardised Zones (NSZ) across Auckland's complex geography follows a strict five-step spatial sequencing mathematics. Planners must apply these steps sequentially; local political preferences, ward councillor objections, or community board resolutions cannot override this statutory algorithm.

The Hierarchy of Rules: In the event of a spatial conflict, the hierarchy of legal precedence is strictly: Universal Overlays > Transit Spines > Industrial Zones > Residential Zones.

Step 1: Universal Overlays (Non-Negotiable Baselines)

All underlying land-use rights, regardless of their legacy zoning, are immediately subordinate to these cross-cutting mandates:

- **Hazard Avoidance (Red Line Policy):** Any area classified as "Very High Risk" based on a 100-year climate horizon (Year 2126) is a "No-Go" zone. Subdivision, intensification, and new habitable development are strictly prohibited. Existing use rights remain, but massive rebuilds or structural expansions (exceeding 15% of existing gross floor area) after hazard destruction are banned. The Council will decline all requests for protective coastal engineering (sea walls) for private property within this overlay, enforcing a strict doctrine of Dynamic Managed Retreat.
- **Public Health (3-30-300 Rule):** To mitigate the urban heat island effect, improve psychological wellbeing, and manage localized stormwater runoff, every urban zone must legally guarantee that:
 1. **3 Trees:** Every dwelling maintains line-of-sight to at least 3 visible, mature-capable canopy trees. Developers must post a financial "**Tree Bond**" (calculated at \$5,000 per required tree) held in trust by the Council. This bond ensures the survival of the specimens for the first 36 months post-planting. Only deep-rooting, ecologically appropriate species from the Council's Approved Arboreal Index may be used. If the tree dies from neglect, poor soil preparation, or vandalism, the Council seizes the bond to replant it.
 2. **30% Canopy:** The precinct as a whole achieves a 30% mature canopy cover, dynamically mapped and audited via airborne LIDAR scans every 3 years.
 3. **300m Distance:** All occupants are within a 300m safely walkable route (requiring no multi-lane arterial crossings without pedestrian signals) of a public green space (minimum 2,000m). New subdivisions that fail this metric must surrender land to the Council or pay penalising financial levies to an independent Parks Acquisition Trust to create the required pocket parks.

Step 2: The Transit Spines (High-Intensity Urban)

Governed by the statutory principle "Density Follows Frequency." Building height floors (minimums) are legally tethered to transport capacity to maximize the ROI for multi-billion-dollar public infrastructure projects.

- **Category 1 (Spine) Transit Corridor:** Triggered by Rapid Transit nodes (Heavy Rail, Light Rail, fully separated Busways) within an 800m–1,200m walkable catchment. Mandates a **minimum of 6 storeys**. Requires the "**Hard Shell / Soft Core**" architectural design geometry:
 - *Hard Shell:* Buildings must present a continuous, zero-setback, acoustically glazed frontage to the arterial road. This creates an impermeable acoustic barrier blocking transport noise and defines a continuous, active street edge. The first 6 meters of the building depth must be constructed with high-grade acoustic insulation (Sound Transmission Class [STC] rating of 55+). Balconies facing the arterial must be fully enclosed as thermally regulated "winter gardens."
 - *Soft Core:* The rear of the blocks must step down into heavily landscaped, highly permeable inner courtyards for residents. These areas act as the "lungs" of the block, providing acoustic relief, deep-soil planting zones for large canopy trees (a minimum of 15% of the total site area must be unexcavated deep soil; no underground basement slabs permitted beneath the soft core to allow root tap penetration), and communal recreation space.
- **Category 2 (Primary) Transit Corridor:** Triggered by frequent arterial bus routes (15-minute frequencies, 7 days a week) within a 400m–600m catchment. Mandates a **minimum of 3 storeys**. Imposes mandatory 30km/h vehicular speed limits to prioritize active modes (walking, cycling, micro-mobility). Requires "**Connected Soil Volumes**": an engineering mandate requiring developers and the transport agency to build continuous, uncompacted underground soil trenches (using structural vault systems like Silva Cells, requiring a minimum of 15m³ of uncompacted soil per tree) beneath public footpaths. This prevents street trees from suffocating and stunting in small concrete pits, ensuring their roots can spread to reach the canopy size necessary to fulfil the 30% Canopy Rule while simultaneously acting as high-capacity underground stormwater detention tanks capable of holding 1-in-10-year storm events (10% AEP).

Step 3: Residential Zones (The Inclusive Living Tiers)

Operating on the "**Russian Doll Model**," higher-intensity zones automatically permit activities allowed in lower-intensity zones. This ensures a diverse housing stock, prevents architectural monocultures, and embeds localized retail within walking distance. For example, a 6-storey residential zone permits the construction of 3-storey townhouses, local corner cafes, pharmacies, and daycares by right, without requiring a separate, arduous commercial zoning consent.

- **High-Rise Residential (HC2):** Adjoining Category 1 spines. Supports large-scale apartment living, high-density build-to-rent (BTR) models, and tertiary student accommodations. Height limits are generally unconstrained, subject only to aviation safety limits and strict winter solstice shading standards (measured at the equinox to protect public parks from permanent shadow). BTR developments in this zone that guarantee 10-year lease terms for tenants are granted accelerated 5-day algorithmic consenting pathways and waived development contributions for the first 5 years.
- **Mid-Rise Residential (MC1):** The "missing middle" workhorse zone, acting as a broad transitional gradient across the isthmus. Enables terraced townhouses, walk-up flats, and mid-scale perimeter block apartments (3-6 storeys). Front yard setbacks are eliminated entirely to pull the building to the street, fostering community surveillance while maximizing private, contiguous rear-yard green space.
- **Low-Rise Residential (LC1/LC2):** Capped at 2-3 storeys. Applied exclusively as a transition buffer at the extreme edge of the Urban Dam, or in specific inner-city pockets where massive infrastructural deficits (e.g., century-old combined sewer overflows in older suburbs like Grey Lynn) currently exist and are awaiting LTP upgrades. Once upgraded, these areas automatically trigger re-zoning to MC1 without public notification.

Step 4: Industrial Zones (Zero Residential Tolerance)

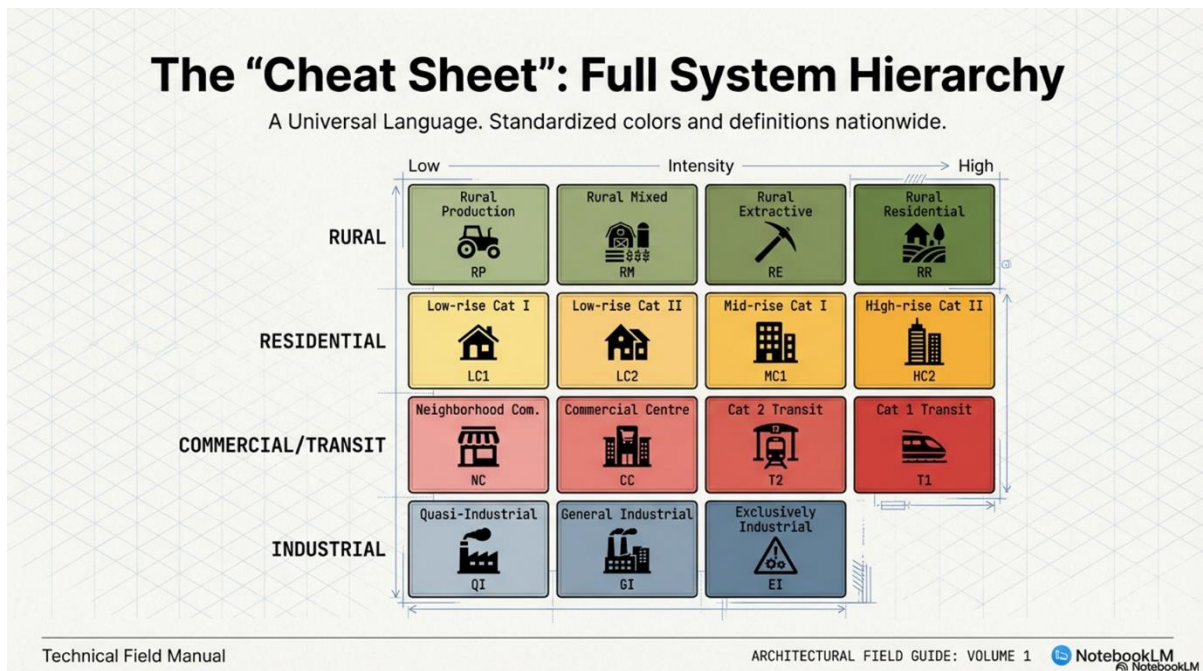
Industrial land is a critically scarce regional commodity, fiercely protected via the "**Agent of Change**" principle. New residential developments encroaching on industrial edges bear the full statutory and financial cost of mitigating existing nuisances.

- **Exclusively Industrial (EI):** Heavy industry, logistics hubs, data centres, and ports. Residential activities (including caretaker units, motels, and live-work spaces) are categorically prohibited. Churches, schools, and daycares are also banned to prevent gradual gentrification, sensitive receiver complaints, and lethal traffic conflicts with heavy 24/7 freight movements.
- **General Industrial (GI):** Manufacturing and warehousing buffers. Acts as a shield between EI zones and urban centres.
- **Quasi-Industrial (QI):** Transitional zones for maker-spaces, craft breweries, light logistics, and creative studios, permitting a high-quality, gritty interface with adjoining residential zones. Strict boundary noise limits apply (measured at the site edge), but aesthetic, height, and setback constraints are entirely relaxed to encourage the adaptive reuse of legacy industrial buildings.

Step 5: Rural Zones (The Productive Heartland)

Designed as the "Engine of the Soil," these zones protect the primary export economy from the insidious, irreversible creep of lifestyle-block fragmentation.

- **Rural Production (RP):** Reserved strictly for large-scale farming, horticulture, and viticulture. Minimum lot sizes are immense (often \$40\text{ha}\$ to \$100\text{ha}\$). Lifestyle blocks are categorically prohibited. Greenhouses, vertical farming operations, and seasonal worker accommodations are permitted by right to support the agricultural workforce.
- **Rural Mixed (RM):** Focuses on small-scale farming, rural tourism, and agricultural processing facilities. Lifestyle blocks are heavily discouraged through strict, non-complying activity statuses.
- **Rural Extractive (RE):** Dedicated to mining, quarrying, and forestry, utilizing heavily enforced buffer overlays (often up to \$1\text{km}\$ wide) to legally segregate noise, vibration, and silica dust from adjacent properties.
- **Rural Residential (RR):** The designated, heavily contained "vessel" for countryside living. Housing is permitted here specifically to satisfy market demand for lifestyle blocks and save productive RP soil elsewhere. However, dwelling footprints are strictly capped at 500sq.m. Off-grid rainwater harvesting and decentralized wastewater systems are mandatory to prevent drain on public utilities. Massive earthworks to flatten topography are heavily restricted to prevent excessive landscape dominance and waterway sedimentation.



PART 4: GEOGRAPHICAL CASE STUDIES

The following real-world applications demonstrate the algorithmic execution of the National Standardised Zones across Auckland's unique topography.

Case Study A: The Civic City Centre (Te Waihorotiu & Waitematā)

Demonstrating the absolute apex of the Transit Spine hierarchy within Auckland's central business district.

- **Spatial Application:** The entire City Centre valley is zoned **Category 1 Transit (T1)** and **Commercial Centre (CC)**, overlaid with the maximum density mandates.
- **Regulatory Mechanism:** There are zero height limits, floor area ratios, or density maximums, constrained only by aviation paths and view protection to the Auckland War Memorial Museum. To manage the immense pedestrian volumes exiting the Te Waihorotiu CRL station, Queen Street and intersecting laneways are designated as Zero-Emission Pedestrian Zones. Last-mile freight delivery is restricted to micro-mobility hubs (e-cargo bikes) located on the perimeter of the CC zone.
- **Expected Outcome:** The rapid transformation of the CBD from a commuter-only 9-to-5 office park into a vibrant, 24/7 mixed-use metropolis, heavily favouring high-rise Build-To-Rent apartments seamlessly integrated directly above subterranean transit infrastructure.

Case Study B: The Mid-City Transit Spine (Maungawhau Station)

Demonstrating the Transit Spine mandates around the multi-billion-dollar Maungawhau CRL hub in Mt Eden.

- **Historical Context:** Previously, Mt Eden was locked down by severe "Special Character" single-house overlays that preserved colonial-era timber villas at the direct expense of housing a growing population next to the country's most expensive piece of transport infrastructure.
- **Regulatory Mechanism:** Legacy overlays are legally extinguished. The zone mandates minimum 6-storey construction. Developments fronting Mt Eden Road must utilize the Hard Shell / Soft Core layout to manage arterial noise. Ground floors must feature active retail or commercial frontages with a minimum stud height of 4.5m to ensure long-term adaptability, along with continuous 3m deep pedestrian weather protection (verandas). Furthermore, high-capacity secure bicycle parking is mandated at a ratio of 1.5 spaces per dwelling to seamlessly interface with the CRL.
- **Expected Outcome:** The rapid replacement of single-family homes with highly efficient mid-rise perimeter blocks, dramatically increasing local population density while fostering a vibrant, pedestrian-first retail high street that leverages the mass transit investment.

Case Study C: The Southern Metropolitan Hub (Manukau City Centre)

Demonstrating the integration of high-intensity commercial cores (CC) with rapid transit (T1) and the protection of adjacent vital industrial corridors.

Historical Context: Manukau City Centre was originally designed in the 1970s as a car-centric, modernist administrative and retail hub. While it boasted significant civic infrastructure, it suffered from immense expanses of surface parking, a lack of vertical residential integration, and poor pedestrian connectivity. Despite the later addition of the Manukau Train Station and bus interchange, legacy zoning rules under the RMA prevented the market from fully capitalizing on these transit investments, often capping height or imposing arbitrary design constraints. Furthermore, the adjacent Wiri industrial precinct faced creeping pressures from incompatible land uses.

Regulatory Mechanism: The ARCP radically reconfigures Manukau by applying a combination of the highest-intensity urban zones, firmly anchoring its status as the Southern Metropolitan Hub.

1. **The Commercial Core (CC) & High-Rise Residential (HC2):** The immediate heart of Manukau, encompassing the mall, civic buildings, and the transit interchange, is zoned **Commercial Centre (CC)**. This mandates a minimum Floor Area Ratio (FAR) of 2.0, effectively banning single-storey "big box" retail and forcing vertical integration. The CC zone is tightly enveloped by the **High-Rise Category II (HC2)** zone. Neither zone features maximum height limits, constrained only by aviation safety paths associated with Auckland Airport.
2. **Transit Spines (T1 & T2):** The Manukau Train Station and the route of the Airport-to-Botany (A2B) rapid transit corridor trigger the **Category 1 Transit (T1)** zone (minimum 6 storeys) within an 800m walkable catchment. Arterial routes feeding into the centre, such as Great South Road, trigger the **Category 2 Transit (T2)** zone (minimum 3 storeys).
3. **Mandatory Modal Shift:** Parking minimums are universally abolished. Within the T1 zone immediately surrounding the transit interchange, strict **Parking Maximums** (0.5 spaces per dwelling) are enforced. This reclaims vast tracts of asphalt for high-yield, mixed-use development and forces a modal shift toward the heavy rail and A2B busway.
4. **The Industrial Shield (EI):** The Wiri Inland Port and surrounding logistics hubs directly south of the CC zone are zoned **Exclusively Industrial (EI)**. This creates a hard, impenetrable boundary. The "Agent of Change" principle is fiercely enforced: any new residential towers built in the southern edges of the HC2 zone must incorporate high-grade acoustic insulation of 45dB and mechanical ventilation to entirely block out 24/7 industrial noise from Wiri.

Expected Outcome: The transformation of Manukau City Centre from a sprawling, car-dependent retail park into a dense, walkable, 24/7 metropolitan node. The CC and HC2 zones will enable massive, high-yield Build-to-Rent (BTR) towers directly above subterranean or integrated transit infrastructure. Surface parking lots will be rapidly redeveloped into mixed-use blocks. Simultaneously, the strict EI zoning and "Agent of Change" mandates will ensure that this massive population influx does not generate reverse-sensitivity complaints that could cripple the vital freight and logistics operations in neighbouring Wiri.

Case Study D: The Southern Industrial Shield (Wiri & Airport)

Protecting the region's Exclusively Industrial (EI) heartland, including the Wiri Inland Port and critical freight logistics corridors.

- **Historical Context:** In the past, heavy industrial operators were frequently forced by the Environment Court to curtail nighttime operations due to noise complaints from newly built, poorly insulated adjacent apartments.
- **Regulatory Mechanism:** Under this Plan, that dynamic is strictly inverted. Any residential units constructed in adjoining Mid-Rise (MC1) zones must meet strict internal acoustic ratings of 45dB and feature heavy mechanical ventilation so windows can remain closed year-round without compromising internal air quality or thermal comfort. The residential developer bears 100% of the architectural cost of this acoustic insulation. The Plan dictates that no reverse-sensitivity noise or vibration complaints against legally operating EI businesses will be entertained by the Council or the Courts. The right to 24/7 freight movement, heavy machinery operation, and high-intensity industrial lighting is absolute.
- **Expected Outcome:** The absolute protection of Auckland's economic engine, preventing the creeping gentrification that typically displaces blue-collar employment and cripples supply chains.

Case Study E: Coastal Hazard Zones (Muriwai/Whangaparāoa)

Implementing the Red Line Policy under the NPS-NH 2025 to manage the existential and financial threat of climate change.

- **Regulatory Mechanism:** Development in "Very High Risk" coastal inundation and active landslip zones (e.g., the eroding cliff faces in Muriwai and low-lying coastal flats in Whangaparāoa) is halted immediately upon the notification of this Plan.
- **Expected Outcome:** To enforce a managed retreat from the Red Line over the next century, existing structures in these zones that suffer damage exceeding 50% of their capital value from a natural hazard event are legally prohibited from being rebuilt or repaired. This regulatory mechanism aligns directly with the withdrawal of private insurance capital from these coastlines, signalling to the market that the Council will not burden inland ratepayers with the spiralling cost of building futile, temporary seawalls to protect doomed private assets. Property titles in these zones are mandatorily tagged with a Hazard Encumbrance on the Land Information Memorandum (LIM), ensuring full buyer awareness of the retreat trajectory.

Case Study F: The Food Security Basin (Pukekohe)

Protecting Auckland's most valuable agricultural asset: the elite volcanic soils that produce a significant portion of New Zealand's domestic vegetable supply.

- **Regulatory Mechanism:** The elite volcanic soils (Class 1 and 2) are zoned **Rural Production (RP)**. To prevent the loss of these soils to suburban cul-de-sacs, the minimum subdivision size is set at a massive 40ha. To accommodate the regional demand for countryside living without sacrificing the "Engine of the Soil," a specific **Rural Residential (RR)** container is designated exclusively on the less productive, poorer-draining clay soils at the fringes of the UCA.
- **Expected Outcome:** Any new dwelling built in an RR zone that abuts an RP zone must register a "no-complaints" encumbrance covenant on its land title. This legally binds current and future owners, acknowledging the 24/7 noise, dust, early-morning machinery, and fertilizer odour associated with adjacent commercial farming operations, thereby permanently protecting the farmers from nuisance lawsuits and securing domestic food supply.

Case Study G: The Quasi-Industrial Transition (Morningside)

Managing the delicate interface between legacy light industry and rapid, transit-oriented urban intensification.

- **Regulatory Mechanism:** The Morningside precinct is zoned **Quasi-Industrial (QI)**, sitting immediately adjacent to the Western Line transit spine. Heavy, noxious industries (like chemical processing) are phased out, but the zone explicitly permits craft breweries, coffee roasteries, automotive repair, dark kitchens, and light manufacturing to operate symbiotically alongside multi-level residential lofts. The QI zone imposes strict boundary-noise limits but waives traditional aesthetic and setback constraints.
- **Expected Outcome:** The fostering of a gritty, high-utility, mixed-use urban environment that retains its historical employment base and architectural heritage (such as the adaptive reuse of 1950s brick warehouses), preventing the area from becoming a sterile residential dormitory devoid of local character or daytime activity.

Case Study H: The Metropolitan Greenfield Node (Albany/Westgate)

Applying the UPA "Growth Reservoir" mechanics to master-planned peripheral hubs to ensure they function as true urban centres, not suburban retail parks.

- **Regulatory Mechanism:** As designated Metropolitan Nodes, Albany and Westgate receive the **Commercial Centre (CC)** zone at their cores, immediately surrounded by **HC2 (High-Rise Residential)**.
- **Expected Outcome:** Unlike traditional suburban malls surrounded by vast asphalt moats, the Plan mandates that new commercial developments in these nodes must build *up*, not *out*. To enforce this, a minimum Floor Area Ratio (FAR) of 2.0 is applied, legally banning single-storey "big box" retail. Surface parking is strictly capped. Developments must incorporate integrated transit interchanges and provide direct, unhindered pedestrian thoroughfares connecting the commercial core to the surrounding high-density residential blocks, effectively transforming car-dependent retail parks into walkable 15-minute cities.

Case Study I: The Northwest Rapid Transit Corridor (Kumeū/Huapai)

Demonstrating the execution of the "Dam Spillway" expansion logic.

- **Historical Context:** Previously an ad-hoc, traffic-choked rural town subject to severe flooding, Kumeū/Huapai sits outside the legacy urban boundary but directly on the path of the new Northwest Rapid Transit Corridor.
- **Regulatory Mechanism:** Upon the official funding of the transit corridor, the Dam Spillway logic was triggered. The land within 1,200m of the new stations was immediately upgraded from UCA to UPA, receiving the **Category 1 Transit (T1)** zone. Simultaneously, the floodplains surrounding the Kumeū River were heavily mapped under the Red Line Policy, locking out development entirely and transitioning the land into a managed regional wetland to absorb the increased stormwater from the new dense urban nodes.
- **Expected Outcome:** A highly concentrated, transit-oriented satellite city that avoids the floodplains, entirely funded by the value uplift of the transit line rather than general ratepayer subsidies.

PART 5: SYSTEM ENFORCEMENT, INFRASTRUCTURE, AND DISPUTE RESOLUTION

To guarantee the "Culture of Adherence" and ensure the mathematical limits of the NSZs are practically achieved, the following absolute rules apply across the entire jurisdiction:

5.1 Elimination of Parking Minimums and Implementation of Maximums

Parking minimums are universally abolished across all zones. The provision of parking is now a private commercial choice driven by market demand, not a statutory requirement imposed by planners. If developers choose to provide parking, it must not disrupt the continuous pedestrian frontages required in UPA zones (i.e., surface parking lots fronting arterial roads are strictly prohibited; parking must be placed underground or sleeved behind active retail/residential uses).

Furthermore, within Category 1 Transit Spines, **Parking Maximums** are strictly enforced (e.g., no more than 0.5 spaces per dwelling). This is a vital mechanism to force modal shifts toward the multi-billion-dollar transit infrastructure, prevent localized traffic gridlock on local streets, and free up highly valuable developable land for actual housing. To support this, apartment building management must legally "**unbundle**" the cost of parking spaces from the lease or sale price of the apartment. A tenant or buyer must sign a separate lease for the parking space, allowing car-free residents to opt-out and save tens of thousands of dollars on their overall housing costs.

5.2 Unified Developer Contributions (UDC)

All intensification within the UPA incurs a standardized, transparent, ring-fenced UDC. This is calculated dynamically based on the gross floor area and the net increase in impervious surface creation resulting from the development.

- **The Green Space Fund:** 20% of this revenue is structurally dedicated to the targeted acquisition of land for green space to satisfy the 3-30-300 rule. An independent, audited statutory trust oversees this fund to prevent the Council from absorbing it into general revenue or diverting it to operational expenses.
- **The Three-Waters Fund:** 50% is strictly ring-fenced for Watercare's three-waters network upgrades within that specific local catchment. The funds cannot be utilized to subsidize pipes in other wards.

This guarantees that as Auckland grows denser, it pays for its own infrastructural footprint. It actively prevents the historical inequity where high-density, efficient urban development effectively subsidized the highly inefficient, sprawling infrastructure of the rural-residential fringes.

5.3 Dynamic Monitoring, the "Digital Twin," and Algorithmic Consenting

This Plan is not a static paper document; it operates in real-time tandem with Auckland Council's "Digital Twin" GIS monitoring system. This system tracks building consents, live water meter usage, traffic flows, and transport capacity via API integration.

- **BIM Integration & Algorithmic Consenting:** To drastically accelerate consenting timeframes and reduce holding costs for developers, applicants are strongly encouraged to submit Building Information Modelling (BIM) files in standard open-source IFC formats that interface directly with the Digital Twin. The system algorithmically cross-references the 3D model against the NSZ mathematical constraints (shading angles, height limits, volumetric capacity, acoustic STC ratings). If the BIM file passes the automated spatial test, the consent bypasses human review entirely and moves immediately to the issuance phase.
- **Automatic Upzoning Triggers:** As detailed in Part 1.2, if the annual monitoring report indicates that housing completions are falling more than 15% behind the population growth targets stipulated in the NPS-UD, the Plan contains automatic statutory triggers. These triggers bypass the local political process entirely; they systematically and automatically up-zone designated MC1 (Mid-Rise) buffer areas into HC2 (High-Rise) zones without requiring a time-consuming, publicly notified plan change or council vote.

5.4 Dispute Resolution, Deemed Consents, and the Environment Court

Under the Planning Act 2026, the pathway for legal obstruction has been fundamentally altered. The Environment Court's broad, subjective "merit review" powers regarding Plan zoning and local amenity have been permanently extinguished, ending the era of planning by litigation.

- **The 10-Day Mandate & Deemed Consent:** If a development complies with the mathematical metrics of the National Standardised Zone (e.g., it is exactly 6 storeys in a T1 zone, meets the Hard-Shell acoustic requirements, and achieves the 3-30-300 rule), the Council must grant consent within **10 working days**. If the Council fails to process the application within this timeframe due to administrative backlog or incompetence, the application receives a "**Deemed Consent**" automatically by operation of law.
- **Compounding Financial Penalties:** Councils that fail to issue consents for compliant builds within the 10-day statutory window face severe financial penalties. The Council must pay a compounding daily interest rate (calculated at the Official Cash Rate + 5%) directly to the developer to offset holding costs, inflation, and project delays. This financial lever ensures Council planning departments are adequately staffed and incentivized to operate efficiently.
- **Judicial Review Limits (The Fast-Track):** The Environment Court will now only hear judicial reviews based strictly on manifest errors of law (e.g., a mathematical miscalculation by the Council's algorithmic planner or a clear breach of a statutory Treaty overlay). These reviews are fast-tracked and statutorily capped at a 30-day resolution period. This completely immunizes compliant urban regeneration from well-funded neighbourhood opposition groups seeking to litigate housing projects into financial unviability.

STATUTORY ENDORSEMENT

This Proposed Regional Combined Plan for Auckland is hereby approved for public notification under Schedule 2 of the Planning Act 2026.

Signed on behalf of the Auckland Combined Plan Commission:

Chief Executive, Auckland Council Lead Commissioner, Planning Act Transitional Authority

APPENDIX A: NATIONAL STANDARDISED ZONES (NSZ) RULEBOOK

Document Ref: ARCP-2026-APP-A (Version 6.0 - Definitive Statutory, Engineering, & Algorithmic Execution Manual)

Context: Statutory execution framework for the Auckland Regional Combined Plan, replacing all legacy RMA-era instruments.

Application: All spatial mapping, resource consenting, subdivision approvals, engineering approvals, civil works, and algorithmic compliance assessments across the entire Auckland territorial jurisdiction (from Wellsford in the North to Pukekohe in the South).

INTRODUCTION: THE CULTURE OF ADHERENCE AND ALGORITHMIC CONSENTING

The following Objectives, Policies, Rules, and Engineering Tolerances rigorously govern the application, enforcement, and execution of the National Standardised Zones (NSZs) within the Auckland Region. This rulebook marks the permanent, legally non-negotiable transition away from the legacy Resource Management Act 1991 (RMA) and its disastrous, decades-long reliance on subjective, effects-based planning.

For over thirty years, the RMA framework systematically crippled Auckland's economic growth, housing supply, and infrastructural efficiency. It allowed highly localized, well-resourced opposition to weaponize ambiguous, unquantifiable terms like "amenity values," "neighbourhood character," "visual dominance," and "less than minor effects" to block vital infrastructure and high-density housing. It resulted in a fundamentally inequitable system where planning outcomes were determined by who could afford the most expensive legal representation, acoustic engineers, and urban design experts in the Environment Court, rather than what the region functionally needed to survive. The cumulative result was a generation permanently locked out of homeownership, a massive misallocation of private capital into unproductive land banking, the destruction of productive rural soils via sprawl, and an explosion of transport-related carbon emissions due to enforced car dependency.

Under the Planning Act 2026, these provisions are not loose guidelines, negotiable starting points, or aspirational urban design targets; they are **mathematical, structural, and spatial absolutes**. They function explicitly as a "Code of Compliance" for land use, mirroring the rigid, binary certainty of the New Zealand Building Code.

The Deemed Consent Pathway & Digital Twin Integration

The traditional, adversarial resource consenting process—historically characterized by years of costly redesigns, endless Requests for Further Information (RFIs), subjective aesthetic judgments by individual council planners, and weaponized Environment Court appeals by well-funded neighbour groups—has been permanently extinguished. It is replaced entirely by a frictionless, digital-first algorithmic system managed by the Auckland Council's "Digital Twin" infrastructure.

- 1. BIM Submission (The Digital Handshake & Data Fidelity):** Developers are legally required to submit a comprehensive Building Information Model (BIM) in an open-source Industry Foundation Classes (IFC 4.3 or later) format. This digital model must encode not just the physical geometric mesh of the building (the 3D shape), but its underlying, machine-readable engineering data. This mandatory metadata includes:
 - Structural acoustic ratings (STC and IIC values) for all exterior cladding and inter-tenancy walls.
 - Deep soil volumes calculated to the cubic meter (m³) for all landscaping.
 - Permeable surface ratios and associated stormwater runoff coefficients.
 - Carbon-embodied material schedules to ensure compliance with national emissions budgets.
 - *Note:* 2D PDF architectural plans, hand-drawn sketches, and non-georeferenced CAD files are no longer accepted for multi-unit or commercial resource consents. Attempting to submit them will result in an automatic rejection by the portal.
- 2. Algorithmic Cross-Referencing (The Spatial & Actuarial Test):** Upon upload, the Auckland Council's "Digital Twin" algorithm automatically, simultaneously, and instantaneously cross-references the submitted BIM file against the strict NSZ spatial constraints detailed in this rulebook. The system tests maximum and minimum height limits against Civil Aviation Authority (CAA) flight paths, projects winter solstice shading polygons across adjacent public spaces using precise astronomical data, verifies acoustic boundary conditions based on the inputted material physics, and calculates the required Soft-Core ratios in real-time. This entire process occurs via cloud computing without human intervention.
- 3. Algorithmic Transparency, Bias Prevention, and The Audit Authority:** To ensure absolute public trust and prevent coded bias, the mathematical rules governing the Digital Twin's algorithms are open-source and overseen by an independent statutory body: the Algorithmic Audit Authority (AAA). If a developer or lead architect believes the algorithm has mathematically miscalculated a compliance metric (e.g., miscalculating topographical slope relative to height on a complex volcanic site, or incorrectly mapping a 1-in-100-year flood contour), they may lodge an instant "Technical Appeal." This triggers a 24-hour review by a master engineer appointed by the AAA, bypassing the traditional legal system entirely.

4. **Instantaneous Feedback & Rapid Prototyping (The Iterative Loop):** If the design fails the algorithmic test, the developer receives an instant, automated API error report pinpointing the exact spatial or mathematical violation in 3D space.
 - *Example A:* "Error 404-B: North-west parapet exceeds allowable winter solstice shadow trajectory over civic park by 1.2 meters at 13:00 hours."
 - *Example B:* "Error 202-A: Uncompacted soil volume in Tree Vault 3 is 12 cubic meters; minimum 15 cubic meters required for Category 2 street designation."
 - Because the system is entirely automated and cloud-based, developers and their architects can iterate and resubmit their designs multiple times a day, rapidly prototyping building envelopes until compliance is mathematically achieved, saving millions in holding costs.
5. **The 10-Day Statutory Mandate (The Right to Build):** If the automated spatial test passes, the proposed development automatically achieves "Permitted Activity" status. It qualifies unequivocally for the **10-Day Deemed Consent Pathway**. Consent is issued administratively as a legally binding property right. Discretionary assessment of subjective, unquantifiable metrics such as "amenity values," "local neighbourhood character," and "visual dominance" is legally extinguished from the planning vocabulary. Planners, ward councillors, and local boards may not apply personal, aesthetic, or political discretion to alter, condition, or block these outcomes.
6. **Council Liability for Delay (The Compounding Penalty Clause):** The 10-day processing window is an absolute statutory ceiling. If the municipal digital system fails, or if administrative bottlenecks delay the formal issuance of a mathematically compliant consent beyond 10 working days, a "Deemed Consent" is automatically granted by operation of law. Furthermore, to ensure Council resourcing fiercely matches development demand and to penalize bureaucratic incompetence, the Council is statutorily liable to pay compounding financial penalties directly to the developer. This penalty is calculated at the Official Cash Rate (OCR) + 5% compounding daily on the total estimated capital value of the project. This is designed to fully offset project holding costs, land interest payments, and construction inflation incurred during the delay.

1. THE TRANSIT SPINES & COMMERCIAL CORES (High-Intensity Urban)

Category 1 Transit Corridor (T1)

- **Objective:** To forcefully maximize population agglomeration, commercial utility, and direct economic return-on-investment immediately adjacent to multi-billion-dollar rapid transit infrastructure (e.g., the City Rail Link stations, the Northern and Eastern Busways, and future Light Rail or Busway corridors such as Airport to Botany). This zone forms the ultra-dense skeletal structure of the new Auckland, unapologetically prioritizing mass transit over the private automobile and aggressively centralizing regional economic activity.
- **Policy:** Mandate uncompromising high-density, mixed-use built environments within an 800m–1,200m walkable catchment of rapid transit stations. The zone enforces specific architectural typologies that aggressively mitigate arterial transport noise while simultaneously fostering a vibrant, continuous, pedestrian-first street life that operates safely 18 hours a day.
- **Rules & Compliance Metrics:**
 1. **Minimum Height Mandate (The Density Floor):** 6 storeys (minimum 18m to the highest occupiable floor, excluding elevator overruns and plant rooms). Single-dwelling homes, low-rise commercial blocks, standalone supermarkets, and surface parking lots are strictly Prohibited. There is no maximum height limit, subject only to CAA aviation flight paths and specific, legally codified volcanic view shafts preserved by superior National Instruments. Wasting highly valuable, transit-adjacent land on low-density sprawl is deemed an inefficient use of regional resources, a direct breach of the NPS-UD, and is illegal.
 2. **Geometry (Hard Shell/Soft Core):** Buildings must present a zero-setback, continuous, impermeable frontage to the arterial road, built directly to the boundary line for a minimum of 80% of the site frontage width. This defines a hard street edge and creates a continuous, physical acoustic and wind barrier that blocks traffic noise from penetrating the interior of the residential block.
 3. **Acoustic Engineering & Winter Gardens (Internal Environment Quality):** The front 6 meters of the building depth (the "Hard Shell") must achieve a minimum Sound Transmission Class (STC) rating of 55+ across all structural elements, glazing, and joinery. Standard open cantilevered balconies facing the arterial road are prohibited, as they quickly become unusable due to noise, diesel exhaust, and wind shear, turning into unsightly storage areas. Instead, arterial-facing outdoor living spaces must be constructed as fully enclosed, thermally regulated "winter gardens." These must feature heavy acoustic louvers that allow passive cross-ventilation without compromising the required noise attenuation. The minimum internal area for a winter garden is 10m².
 4. **Deep Soil Permeability (The Urban Lungs & Hydrology):** A minimum of 15% of the total site area at the rear of the property (the "Soft Core") must be unexcavated, contiguous deep soil. This is legally required to allow deep tap-root penetration for large-scale, mature canopy trees (e.g., Pūriri, Tōtara, or

exotic equivalents with high carbon sequestration rates) and to provide critical on-site stormwater soakage to relieve pressure on municipal pipes. To strictly enforce this, underground basement parking structures, subterranean storage vaults, and massive concrete foundation slabs are entirely Prohibited from protruding beneath the designated Soft-Core zone.

5. **Parking Maximums & Micro-Mobility Hubs (Forced Modal Shift):** The provision of private vehicle infrastructure is heavily capped to forcefully induce a modal shift toward the adjacent mass transit infrastructure. A maximum of 0.5 vehicle spaces per dwelling applies (e.g., a 100-unit building may legally build no more than 50 car parks). Conversely, developers must provide a minimum of 1.5 secure, e-bike-compatible bicycle spaces per dwelling. These micro-mobility hubs must be located on the ground floor for immediate, frictionless street access. They must feature automated sliding doors with a minimum width of 2.5m to accommodate electric cargo bikes, complete with dedicated charging infrastructure, heavy-duty security anchors, and integrated wash-down stations.

Category 2 Transit Corridor (T2)

- **Objective:** To establish highly active, pedestrian-prioritized corridors along frequent arterial bus routes operating within 400m–600m catchments (e.g., Dominion Road, Great North Road, Manukau Road, Symonds Street, Mount Eden Road).
- **Policy:** Facilitate continuous mid-rise development while heavily prioritizing active transport modes, micro-mobility safety, and continuous, unbroken urban tree canopies that physically shield pedestrians from the elements, capture localized particulate matter, and manage local micro-climates.
- **Rules & Compliance Metrics:**
 1. **Minimum Height Mandate:** 3 storeys (minimum 9m to the highest occupiable floor), ensuring a consistent urban street wall that organically encloses the public realm and prevents "gap-toothed" or disjointed streetscapes.
 2. **Connected Soil Volumes (Engineering Mandate for Urban Forestry):** Traditional concrete tree pits in footpaths suffocate root systems, stunt tree growth, and cause severe pavement buckling that creates trip hazards and maintenance liabilities. In the T2 zone, developers and Auckland Transport must jointly install continuous underground structural vault systems (e.g., Silva Cells, Stratavault, or equivalent load-bearing soil matrices) beneath the public footpaths adjacent to their development. These vaults must provide a minimum of 15m³ of uncompacted, nutrient-rich, biologically active soil per street tree. This ensures trees reach their massive mature canopy size to combat the urban heat island effect. Additionally, these vaults must be biologically plumbed to act as high-capacity underground stormwater detention tanks capable of absorbing, holding, and phytoremediation 1-in-10-year pluvial flood events before the water is discharged into the harbour.
 3. **Vision Zero Transport Interface:** Mandatory 30km/h vehicular speed limits legally apply to the adjacent road corridor. Developers must integrate flush

pedestrian crossings, raised traffic tables, and modal filters into their street frontage designs to structurally force traffic calming, restrict rat-running, and ensure the physical dominance, safety, and priority of pedestrian movement over vehicular throughput.

Commercial Centre (CC) & Neighbourhood Commercial (NC)

- **Objective:** To establish thriving, self-sustaining 15-minute cities by anchoring massive metropolitan nodes (CC - e.g., Albany, Westgate, Newmarket, Manukau, Sylvia Park) and supporting hyper-local, walkable retail networks (NC - e.g., corner dairies, local pharmacies, neighbourhood pubs embedded directly within residential matrices).
- **Policy:** Prevent the proliferation of land-inefficient, car-dependent "big box" suburban retail parks surrounded by hostile, heat-absorbing moats of asphalt. Mandate the vertical integration of commercial, retail, logistics, and residential activities to maximize land economics, increase localized tax bases, and minimize required daily travel distances.
- **Rules & Compliance Metrics:**
 1. **Density & Yield (CC):** Minimum Floor Area Ratio (FAR) of 2.0. Single-storey commercial developments, standalone drive-through restaurants, and surface parking lots fronting arterial roads are strictly Prohibited. Retail development must be built *up*, not *out*, routinely integrating commercial office space or medical facilities on the middle tiers and high-density residential apartments on the upper tiers. Urban logistics hubs and "dark stores" for rapid e-commerce delivery are permitted on basement levels to support localized supply chains.
 2. **Active Street Frontage (The Pedestrian Interface):** 100% of the ground-floor facade facing primary public streets must be designated for active retail, hospitality, or commercial service uses. Blank concrete walls, opaque security grilles, and wide parking garage entrances dominating the primary pedestrian frontage are classified as non-complying activities. Glazing must be a minimum of 70% transparent (not mirrored or heavily tinted) to ensure visual connection, safety, and vibrancy between the street and the interior.
 3. **Adaptability & Volume (Future-Proofing):** To ensure long-term building resilience and adaptability (allowing a retail space to easily convert into a high-tech medical lab, a micro-brewery, or a hospitality venue over a 100-year building lifespan without requiring demolition), the minimum ground floor stud height is strictly set at 4.5m. Floor loading capacities must be engineered to a minimum of 5kPa to support heavy adaptive reuse.
 4. **End-of-Trip Facilities (Active Commuter Support):** All CC commercial builds exceeding 2,000m Gross Floor Area (GFA) must provide comprehensive, premium end-of-trip facilities to genuinely support active commuting. This includes secure, ventilated lockers, drying rooms for wet weather gear, private showers (calculated at a minimum of 1 shower per 15 maximum theoretical occupants), grooming stations, and high-capacity e-bike charging stations.

2. RESIDENTIAL ZONES (The Inclusive Living Tiers)

Universal Residential Rule: All residential zones operate under the "**Russian Doll Model.**" This foundational principle guarantees inclusive zoning and actively prevents the creation of sterile, purely residential monocultures (the classic "commuter suburb") where residents are forced to drive simply to access basic daily services. Any activity permitted in a lower-intensity zone is automatically permitted in a higher-intensity zone by right. For example, a boutique craft brewery, a medical clinic, or a 50-child daycare permitted in the Mid-Rise (MC1) zone is automatically permitted by right on the ground floor of a High-Rise (HC2) zone, requiring no separate, costly, and time-consuming commercial resource consent.

High-Rise Residential (HC2)

- **Objective:** To provide massive, unconstrained vertical living capacity in areas immediately adjacent to T1 transit spines and CC metropolitan nodes, functioning as the primary pressure-release valve for regional population growth and national immigration.
- **Policy:** Enable immense housing yields through frictionless algorithmic consenting, particularly favouring institutional Build-to-Rent (BTR) models to radically stabilize the regional rental market, drive down long-term housing costs, and provide tenure security for Aucklanders who choose not to buy.
- **Rules & Compliance Metrics:**
 1. **Height & Wind Shear Physics:** Unconstrained height limits. Density is limited only by the structural engineering capacity of the site, geotechnical foundational limits (e.g., depth to basalt or Waitemata sandstone), and wind-shear physics. Developers of towers exceeding 50m in height must submit Computational Fluid Dynamics (CFD) wind-tunnel testing within their BIM file to definitively prove that pedestrian wind comfort at ground level complies with the Lawson Wind Comfort Criteria, explicitly preventing dangerous, high-velocity downdrafts that make footpaths unusable.
 2. **Algorithmic Shading Constraints (The Solar Guarantee):** Developments must not cast a new, permanent shadow over designated public parks, civic squares, or primary school playgrounds between 10:00 AM and 2:00 PM during the winter solstice equinox (June 21st). This ensures the public realm remains usable, warm, and highly patronized during the darkest, coldest months. This complex geometric calculation is executed and verified automatically by the Digital Twin BIM assessment prior to consent issuance; buildings must be "sculpted," chamfered, or stepped back to comply exactly with this rigid solar envelope.
 3. **Build-to-Rent (BTR) Covenant & Financial Clawbacks:** Developments structurally designed, institutionally owned, and legally covenanted as BTR for a minimum continuous 10-year term receive accelerated 5-day consenting. Furthermore, to heavily incentivize global institutional capital (like sovereign wealth funds, superannuation, and pension funds) to invest in Auckland's housing stock, these BTR developments receive a complete 5-year statutory

waiver on Unified Developer Contributions (UDC), saving projects tens of millions of dollars upfront.

- *The Clawback Penalty Mechanism:* If the developer or holding company breaks the covenant and stratifies the building for individual unit sales before the 10-year term expires, a disabling financial clawback is immediately triggered. The developer must repay the entirety of the waived UDC, plus a 50% punitive surcharge and compounding interest, effectively destroying the profit margin of early stratification.

Mid-Rise Residential (MC1)

- **Objective:** To uniformly deliver the highly efficient "missing middle" housing typology (townhouses, terraced housing, walk-up flats, and perimeter courtyard apartments) across the entirety of the Auckland isthmus, permanently eradicating the exclusionary, low-density single-house zones of the past.
- **Policy:** Maximize site efficiency by pulling building mass directly to the street edge, thereby enlarging contiguous, private rear-yard green spaces, preserving existing mature trees, and fostering vibrant, interactive, safely surveilled streetscapes.
- **Rules & Compliance Metrics:**
 1. **Height:** Minimum 3 storeys, Maximum 6 storeys.
 2. **Setbacks & CPTED (Crime Prevention Through Environmental Design):** Zero front-yard setback is required. High front fences exceeding 1.2m, fortress-like cinderblock walls, and opaque garage doors dominating the street frontage are explicitly banned. Buildings must front the street with active habitable rooms (living rooms, kitchens, balconies) and a minimum of 40% glazing on the ground floor facade. This maximizes passive surveillance, ensuring continuous "eyes on the street" to naturally deter crime, prevent vandalism, and foster casual neighbourhood interaction.
 3. **The Tree Bond & 3-30-300 Rule:** Every dwelling unit must be architecturally oriented to have line-of-sight to at least 3 trees. To fundamentally prevent developers from planting cheap, dying saplings simply to pass the final building inspection and then abandoning them, developers must lodge a \$5,000 **cash bond per required tree**. This bond is held in a secure, interest-bearing trust by the Council for 36 months post-Code Compliance Certificate (CCC).
 - *Audit Process:* At month 36, an independent arboriculture audit is conducted. If the tree survives, thrives, and reaches its establishment phase (demonstrating healthy canopy growth and soil moisture), the bond is returned to the developer with all compounding interest. If the tree dies due to poor soil volume, neglect, improper species selection, or vandalism, the Council permanently seizes the bond to fund specialized municipal replanting and the installation of automated irrigation systems.

Low-Rise Residential (LC1 / LC2)

- **Objective:** To strategically manage development strictly in transition buffers near the extreme edge of the Urban Dam, or in specific inner-city areas currently suffering from acute, legacy infrastructure deficits (e.g., century-old combined sewer overflow catchments in older suburbs like Grey Lynn, Herne Bay, Parnell, or St Marys Bay where stormwater and raw sewage mix during heavy rain, severely polluting the Waitematā Harbour).
- **Policy:** Cap development density temporarily to prevent raw sewage overflows into the harbour and catastrophic infrastructural failure until Long-Term Plan (LTP) capital expenditure (CAPEX) upgrades (such as the Central Interceptor expansions) are physically completed, commissioned, and fully operational.
- **Rules & Compliance Metrics:**
 1. **Height Limits:** Maximum 3 storeys (LC1) or 2 storeys (LC2).
 2. **Automatic API Upzoning (The Push-Notification Trigger):** These zones are fundamentally temporary holding patterns, explicitly not permanent heritage protections or aesthetic limitations. The Combined Plan is integrated directly with Watercare's digital network API and SCADA (Supervisory Control and Data Acquisition) systems. The exact moment Watercare certifies that a new interceptor, pump station, or three-waters capacity upgrade has been commissioned and goes "live" in the specific catchment, the LC zone automatically and instantaneously transitions to the high-yield MC1 zone. This happens algorithmically overnight, without requiring public notification, community board hearings, or a vote by councillors. Landowners receive automated push notifications regarding their newly unlocked equity, immediately gaining the legal right to demolish and build to 6 storeys.

3. INDUSTRIAL ZONES (Zero Residential Tolerance)

Auckland faces a critical, existential shortage of industrial land, threatening national supply chains, driving up inflation on consumer goods due to warehousing costs, and displacing vital blue-collar employment. These zones are fiercely and uncompromisingly protected from highest-and-best-use commercial and residential land speculation.

Exclusively Industrial (EI)

- **Objective:** Absolute, uncompromising protection of Auckland's heavy industry, major logistics hubs, high-voltage data centres, and ports (e.g., Wiri Inland Port, Penrose, East Tamaki, Auckland Airport Logistics Precinct) from gentrification, land speculation, and crippling nuisance complaints.
- **Policy:** Enforce the "Agent of Change" principle to its absolute extreme, maintaining a strict, legally binding zero-tolerance policy for any sensitive receivers that could constrain, limit, or threaten 24/7 industrial operations.
- **Rules & Compliance Metrics:**
 1. **Prohibited Activities:** All residential dwellings, caretaker units, live-work lofts, and motels are strictly Prohibited. Legacy loopholes allowing "ancillary residential for security staff" are permanently closed. Furthermore, community facilities such as schools, churches, community halls, and daycares are explicitly banned. This prevents deadly traffic conflicts between vulnerable pedestrians and heavy articulated freight and stops the insidious creep of "reverse gentrification" where community groups lobby local boards to restrict industrial working hours.
 2. **Operational Rights & Future Tech Integration:** The right to 24/7 heavy freight movement, heavy machinery operation, localized ground vibrations, and high-intensity industrial lighting is permitted by right. The zone explicitly permits advanced logistics infrastructure without height restrictions, including automated container sorting facilities, vertical warehousing, robotic retrieval systems, and dedicated drone-delivery launching pads. No nuisance complaints against legally operating businesses within this zone will be investigated, recorded, or entertained by the Council under any circumstances.

General Industrial (GI)

- **Objective:** To act as a primary manufacturing hub and a critical spatial buffer separating heavy, noxious EI zones from vulnerable, high-density urban centres.
- **Policy:** Support light-to-medium manufacturing, food processing, and warehousing while pre-emptively managing external boundary effects and reverse sensitivity.
- **Rules & Compliance Metrics:**
 1. **Asymmetrical Mitigation (Reverse Sensitivity & Acoustic Shielding):** The burden of mitigation lies entirely with the encroaching party. Any residential development built in an adjoining residential zone (e.g., an MC1 apartment block bordering a GI zone) must achieve a strict internal acoustic rating of 45dB across all habitable rooms, specifically targeting low-frequency truck rumble. To achieve this, the residential developer must install heavy architectural acoustic glazing (often triple-glazed with varying pane thicknesses to disrupt different sound frequencies), isolated floating floor slabs, and highly efficient positive-pressure mechanical ventilation systems equipped with MERV 13 filters to block out Volatile Organic Compounds (VOCs) and diesel particulates. This ensures residents can keep windows permanently closed without sacrificing fresh air quality, thermal comfort, or condensation control. The residential developer bears 100% of this architectural mitigation cost.

Quasi-Industrial (QI)

- **Objective:** To foster gritty, dynamic, mixed-use transition zones (e.g., Morningside, Onehunga, Kingsland, Eden Terrace) perfect for creative industries, tech startups, and highly adaptable maker-spaces.
- **Policy:** Relax traditional aesthetic and setback constraints to forcefully encourage the adaptive reuse of legacy brick-and-mortar warehouses and industrial heritage, preventing these historically rich areas from being bulldozed into sterile, homogenous residential dormitories.
- **Rules & Compliance Metrics:**
 1. **Permitted Symbiotic Mix:** Craft breweries, coffee roasteries, dark kitchens, automotive repair, boutique manufacturing, film studios, and recording studios are permitted to operate symbiotically alongside multi-level residential lofts.
 2. **Heritage Adaptation & Seismic Subsidies:** Developers modifying 1950s sawtooth warehouses or legacy brickwork structures are granted immense regulatory leniency. Seismic strengthening requirements (targeting 67% NBS) are heavily subsidized by the Council via targeted rates, provided the external industrial aesthetic and structural volume is retained.
 3. **Boundary Controls & Tolerances (The Right to Make Noise):** To allow heavy utility and creative freedom within the zone, noise limits (up to 65dB during daytime hours) are measured strictly at the overall site boundary edge, not at the edge of the specific QI zone boundary. This grants significantly more operational leeway to legacy businesses. A developer building residential units within a QI

zone must legally attach a "Right to Make Noise" easement to the titles, notifying all buyers of a higher ambient noise environment suitable for a thriving, productive urban ecosystem.

4. RURAL ZONES (The Productive Heartland)

Rural Production (RP)

- **Objective:** To permanently secure Auckland's elite Class 1 and 2 volcanic soils (primarily in the Franklin and Pukekohe catchments) as the "Engine of the Soil." This is a matter of profound national security, safeguarding domestic food supply (especially winter greens, onions, and potatoes), controlling grocery inflation, and protecting high-value primary exports.
- **Policy:** Prevent the irreversible fragmentation, paving, and ecological degradation of highly productive land into sprawling suburban cul-de-sacs, private golf courses, or massive lifestyle blocks.
- **Rules & Compliance Metrics:**
 1. **Subdivision Floor:** Strict minimum lot size of 40ha to 100ha (dependent on the specific soil quality overlay mapped by the Ministry for Primary Industries).
 2. **Prohibited Activities:** Lifestyle blocks, rural-residential subdivisions, and speculative land-banking subdivisions are strictly Prohibited. Existing undersized titles cannot be further subdivided or boundary-adjusted to create new residential lots.
 3. **Permitted Agritech & Dark Sky Compliance:** To ensure the primary sector remains globally competitive and resilient to climate change, critical agricultural infrastructure such as massive climate-controlled greenhouses, vertical farming hydroponic towers, high-tech automated packing sheds, and on-site, high-density seasonal worker accommodations are permitted by right. These structures support the agricultural workforce and output without requiring protracted, expensive resource consents. However, massive greenhouses utilizing 24/7 artificial lighting must comply with "Dark Sky" regulations, installing automated blackout blinds at night to prevent severe light pollution from disrupting local ecology and avian migration.

Rural Mixed (RM)

- **Objective:** To accommodate small-scale farming, boutique agricultural processing (e.g., wineries, artisan cheese factories, olive presses), and high-value rural tourism.
- **Policy:** Heavily discourage non-productive residential sprawl that consumes rural roading infrastructure, creates traffic conflict with tractors, but contributes zero economic value to the primary sector.
- **Rules & Compliance Metrics:**
 1. **Activity Status & The Ecological Dividend:** The creation of new purely residential lifestyle blocks holds a strict "Non-Complying" activity status. Applicants require exceptional, peer-reviewed scientific justification regarding soil preservation. To even proceed to an Environment Court hearing, the applicant must guarantee an enormous "Ecological Dividend"—a legally binding

commitment to retiring, predator-proof fencing, and replanting a minimum of 80% of the entire land parcel in native bush or wetlands, registering a QEII National Trust covenant to return it to ecological stability in perpetuity.

Rural Extractive (RE)

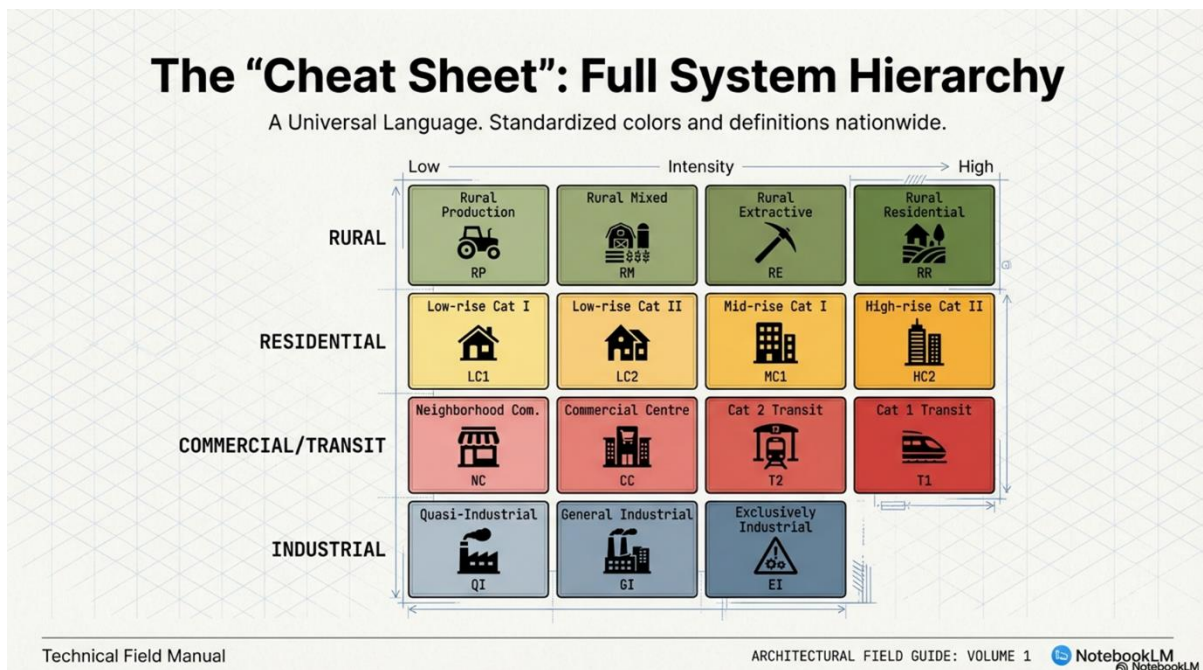
- **Objective:** To legally safeguard critical aggregate, mineral, and forestry supply chains (e.g., Drury Quarry, Kaipara sand mining operations, Hunua aggregates) absolutely essential for regional construction, concrete production, and the execution of the UPA high-density urban mandates. Without local aggregate, the cost of housing construction spirals exponentially due to exorbitant freight costs.
- **Policy:** Utilize massive spatial buffers and designated heavy haulage routes to physically and legally prevent reverse sensitivity from silica dust, heavy truck vibration, and explosive blasting noise.
- **Rules & Compliance Metrics:**
 1. **Buffer Overlays:** Mandatory non-habitable buffer zones—often up to 1km wide radiating from the active edge of the extractive operation—are overlaid around all quarry sites. No new dwellings, schools, or community facilities may be constructed within this blast and dust radius under any circumstances. Existing dwellings within the buffer lose the right to expand or structurally rebuild if destroyed by fire or natural hazard.
 2. **Quarry Haulage Routes:** Specific arterial roads connecting RE zones to the Urban Dam are designated as "Quarry Haulage Routes." Dwellings built along these routes must install acoustic mitigation similar to the GI zone requirements. Local boards and community groups cannot petition to lower speed limits, implement traffic calming, or restrict heavy vehicle access on these routes. Pavement thickness on these routes is engineered to withstand constant heavy axle loads.

Rural Residential (RR)

- **Objective:** To act as the designated, heavily contained "sacrificial vessel" for countryside living. This legally satisfies the ongoing market demand for lifestyle blocks while serving as a geographical buffer to fiercely protect the vital RP soils elsewhere.
- **Policy:** Strictly contain the environmental footprint, earthworks, and infrastructural drain of lifestyle blocks to ensure they do not become a massive, subsidized financial burden on dense urban ratepayers.
- **Rules & Compliance Metrics:**
 1. **Dwelling Cap & Impervious Surfaces:** To prevent the construction of sprawling, environmentally destructive "McMansions" that visually dominate the landscape and catastrophically disrupt natural hydrology, the total maximum residential footprint (including attached garages, tennis courts, and large paved patios) is strictly capped at 500m². Long, sweeping driveways must be constructed from

permeable materials (e.g., grass-crete, crushed shell); solid asphalt or concrete driveways exceeding 50min length are prohibited.

2. **Infrastructure Independence:** Off-grid rainwater harvesting (minimum 50,000L storage required) and decentralized, advanced tertiary wastewater treatment systems (e.g., aerated packed bed reactors with UV disinfection) are mandatory to ensure massive reductions in nitrogen loading on rural streams. No new connections to public water or wastewater utilities are permitted under any circumstances, permanently protecting the urban ratepayer from subsidizing the massive capital and maintenance cost of long-run rural sprawl pipes.
3. **Agent of Change Covenant (The Nuisance Waiver):** Any RR property sharing a boundary with an RP or RE zone must legally register a "no-complaints" encumbrance on its Record of Title and Land Information Memorandum (LIM). This permanent legal mechanism forcefully waives the owner's (and all future owners') right to sue, lobby, or complain to the Council regarding adjacent farming or quarrying operations for noise, silica dust, early-morning heavy machinery, agrichemical drift, or heavy fertilizer odour. Buyer beware.



APPENDIX B: CARTOGRAPHIC LEGEND & ZONE KEY

Document Ref: ARCP-2026-APP-B (Standardised GIS & Digital Twin Mapping Palette)

Context: Visual execution framework and machine-readable metadata schema for the Auckland Regional Combined Plan.

Application: All GIS mapping software (Esri ArcGIS, QGIS), Digital Twin 3D visualizations, physical planning documents, civic consultation portals, and algorithmic compliance assessments.

INTRODUCTION: A UNIVERSAL, MACHINE-READABLE VISUAL LANGUAGE

To unequivocally support the "Culture of Adherence" and the statutory transition to algorithmic consenting, the Auckland Regional Combined Plan requires a strict, legally mandated visual language.

Under the repealed Resource Management Act (RMA), Auckland's legacy district plans utilized a chaotic, highly fragmented patchwork of cartographic standards. An industrial zone in Manukau might be coloured red, while an identical zone in the North Shore was shaded purple. This lack of standardization created massive visual ambiguity for developers, the public, and infrastructure providers, routinely resulting in costly misinterpretations and legal disputes. Furthermore, it made the algorithmic processing of regional data mathematically impossible.

This cartographic legend completely eradicates that ambiguity. It assigns specific HEX, RGB, and CMYK colour values to each of the 17 National Standardised Zones (NSZs) and critical spatial overlays.

The Digital Twin Mandate: Local boards, private developers, and GIS technicians must use these exact colour codes when generating 2D plans, 3D structural BIM models, or public consultation maps. In the Council's algorithmic portal, these HEX codes act as machine-readable metadata tags. If a developer uploads a BIM file where the property footprint is not tagged with the exact HEX code corresponding to its statutory zone, the automated 10-Day Deemed Consent pathway will instantly reject the file.

1. TRANSIT SPINES & COMMERCIAL CORES (The Metropolitan Anchors)

Colour Rationale & Spatial Application: We utilize highly vibrant, high-contrast Magentas, Reds, and Deep Blues to signify intense human activity, metropolitan agglomeration, and multi-billion-dollar transport infrastructure. On a regional map, these colours must instantly draw the eye, visually dominating the landscape to clearly signal where the vast majority of Auckland's capital expenditure (CAPEX) and population growth is being deliberately concentrated.

Zone Code	Zone Name	Cartographic Colour	HEX Code	RGB Value	CMYK (Print Equivalent)
T1	Category 1 Transit Corridor	Deep Magenta	#8B008B	139, 0, 139	50, 100, 0, 45
T2	Category 2 Transit Corridor	Crimson Red	#DC143C	220, 20, 60	0, 100, 65, 15
CC	Commercial Centre	Navy Blue	#000080	0, 0, 128	100, 100, 0, 50
NC	Neighbourhood Commercial	Cyan / Light Blue	#00BFFF	0, 191, 255	70, 15, 0, 0

- **Rendering Rule:** When rendered in 3D Digital Twin environments, T1 and CC zones must be represented with a 15% luminescence glow effect to denote areas with no maximum height constraints and 24/7 permitted operational hours.

2. RESIDENTIAL ZONES (The Inclusive Living Tiers)

Colour Rationale & Spatial Application: This category utilizes a "Heatmap Gradient" ranging from deep, warm Oranges down to Pale Yellows. The darker, richer, and more saturated the colour, the higher the structural density, algorithmic height allowance, and infrastructural capacity.

When mapped correctly, the Auckland isthmus should visually appear as a thermal heat map, with deep orange "heat" (HC2) radiating closely around the magenta transit spines, gradually cooling down to pale yellows (LC2) at the distant edges of the Urban Dam.

Zone Code	Zone Name	Cartographic Colour	HEX Code	RGB Value	CMYK (Print Equivalent)
HC2	High-Rise Residential	Burnt Orange	#CC5500	220, 85, 0	0, 75, 100, 15
MC1	Mid-Rise Residential	Ochre / Amber	#FF8C00	255, 140, 0	0, 50, 100, 0
LC1	Low-Rise Res. (3-Storey)	Golden Yellow	#FFD700	255, 215, 0	0, 15, 100, 0
LC2	Low-Rise Res. (2-Storey)	Pale Cream / Lemon	#FFFACD	255, 250, 205	0, 0, 25, 0

- Rendering Rule:** To reflect the "Russian Doll Model" (where higher zones permit the activities of lower zones), residential zone colours in GIS layers must be coded with strict boundaries; gradient "bleeding" or blurring between zones is strictly prohibited. A property is either completely within a zone, or it is not.

3. INDUSTRIAL ZONES (The Employment Shield)

Colour Rationale & Spatial Application: Industrial zones are represented using stark Greys, Charcoals, and muted Industrial Purples. This deliberately mechanical palette stands in stark visual contrast to the warm, sensitive residential areas. The stark visual difference reinforces the absolute statutory separation required by the "Agent of Change" reverse-sensitivity protections.

Zone Code	Zone Name	Cartographic Colour	HEX Code	RGB Value	CMYK (Print Equivalent)
EI	Exclusively Industrial	Charcoal / Slate	#2F4F4F	47, 79, 79	70, 45, 55, 70
GI	General Industrial	Steel Gray	#778899	119, 136, 153	50, 35, 25, 15
QI	Quasi-Industrial	Muted Lavender	#9370DB	147, 112, 219	45, 60, 0, 0

- **Rendering Rule:** When mapping EI zones (e.g., the Wiri Inland Port or Penrose), the mapping software must automatically generate a highly visible, 50-meter drop-shadow on the inside of the zone boundary to visually denote the absolute prohibition of sensitive receivers (residential housing) penetrating the line.

4. RURAL ZONES (The Productive Heartland)

Colour Rationale & Spatial Application: Dominated by organic Earth tones, deep Emerald greens, and Sienna's. These colours represent natural capital, elite volcanic soils, and critical aggregate extraction sites. They blanket the vast majority of the landmass outside the Urban Dam, visually representing the "Engine of the Soil."

Zone Code	Zone Name	Cartographic Colour	HEX Code	RGB Value	CMYK (Print Equivalent)
RP	Rural Production	Emerald Green	#006400	0, 100, 0	90, 30, 100, 40
RM	Rural Mixed	Olive / Khaki	#6B8E23	107, 142, 35	65, 30, 100, 15
RE	Rural Extractive	Sienna / Deep Brown	#8B4513	139, 69, 19	35, 75, 100, 35
RR	Rural Residential	Mint / Pale Green	#98FB98	152, 251, 152	40, 0, 45, 0

- **Rendering Rule:** The RE (Rural Extractive) zone must always be visually paired with the corresponding Quarry Haulage Route overlay (see Section 5) to ensure decision-makers instantly recognize the freight logistics corridors connecting the quarries to the urban core.

5. STATUTORY OVERLAYS & BOUNDARIES (The Priority Baselines)

Colour Rationale & Z-Index Application: Overlays are high-visibility technical markers used to denote non-negotiable statutory lines, catastrophic hazard exclusions, and major infrastructure corridors.

The Z-Index Mandate: In all GIS mapping and API outputs, Overlays legally supersede base zones. Therefore, they must be assigned a higher "Z-Index" (layering priority) than any of the underlying NSZ base colours. Base zones must remain visible beneath the overlay, requiring strict adherence to the opacity rules listed below.

Overlay / Feature	Visual Representation	HEX / Style	Digital Rendering Rule (Z-Index & Opacity)	Rule Implication
The Urban Dam	Solid Black Line	#000000 (Stroke: 4px)	Z-Index: 99 (Highest). 100% Opacity. Must scale thickness dynamically upon zooming.	Absolute boundary between Urbanisation Promoting Areas (UPA) and Control Areas (UCA).
Significant Hazard (Red Line)	Bright Red (Diagonal Hatch)	#FF0000 (Hatch)	Z-Index: 90. Background transparent; Hatch lines at 80% opacity.	"Very High Risk" zone (100-year climate horizon). Absolute prohibition on development/subdivision.
Strategic Infrastructure Corridor	Neon Pink (Dashed Line)	#FF1493 (Dashed)	Z-Index: 85. 100% Opacity, rapid dash frequency.	Protected operational zones for Transpower National Grid, State Highways, and Watercare interceptors.
Treaty Settlement Area	Gold / Bronze (Outline)	#B8860B (Stroke: 3px)	Z-Index: 80. Inner fill must be 0% opacity to show base zone.	Co-governance catchments requiring stringent <i>Te Mana o te Wai</i> algorithmic compliance for stormwater.
Quarry Haulage Route	Dark Brown (Dashed Line)	#5C4033 (Dashed)	Z-Index: 75. 100% Opacity along designated arterial centrelines.	Protected heavy freight routes; triggers mandatory acoustic glazing mitigations for all adjacent residential dwellings.

Note on Public Accessibility & CVD Compliance

To comply with the Planning Act's mandate for accessible public consultation, all web-based interactive maps utilizing this cartographic legend must include a toggle for Colour Vision Deficiency (CVD) mode. When activated, the API will automatically supplement the HEX fills with standardized geometric patterns (e.g., cross-hatching for T1, stippling for HC2) to ensure the map remains fully legible to users with red-green or blue-yellow colour blindness.

Failure to utilize these exact standardized HEX codes, RGB values, and Z-Index hierarchies in submitted architectural or planning files will result in an automatic "Syntax Error" rejection by the Auckland Council Digital Twin algorithmic consenting portal.

Test Maps for LLM/GIS Testing Purposes only

