

I600. Babich Precinct

I600.1. Precinct description

The Babich Precinct applies to ~~88.5ha~~ 81.89 ha of land which is located approximately 2.5km west of the Henderson Metropolitan Centre.

The purpose of this precinct is to provide for existing wine making and associated activities and a mix of residential densities which recognise and enhance the ecological and amenity values of the Paremuka Stream and its tributaries through:

- subdivision design controls which address infrastructure and land stability issues;
- providing a 50m wide esplanade reserve along the Paremuka Stream; and
- active restoration and revegetation of riparian margins.

There are three sub-precincts:

- Sub-precinct A provides for a minimum 450m² site size in the ~~Residential – Single House Zone~~ and Residential – Mixed Housing Suburban Zone and a minimum average site size of 2000m² (1250m² minimum) in the Residential – Large Lot Residential Zone;
- Sub-precinct B provides for a 4ha minimum site size in the Residential – Large Lot Residential Zone; and
- Sub-precinct C provides for a 450m² minimum site size in the Residential – Mixed Housing Suburban Zone and provides for activities associated with existing winery operations on-site and integrated and comprehensive residential development.

The zoning of land within this precinct is ~~Residential – Single House Zone~~ Residential – Mixed Housing Suburban Zone and Residential – Large Lot Zone.

I600.2. Objectives

- (1) Subdivision and development is designed and implemented in a comprehensive, efficient and integrated way which addresses infrastructure and land constraints.
- (2) The ecological and amenity values of the Paremuka Stream and its tributaries are protected and enhanced.
- (3) Wine making and associated activities locate and function productively within the precinct.
- (4) The adverse effects of wine making and associated activities on amenity values and the natural environment both within the precinct and on adjacent areas are managed.
- (5) Wine making and associated activities avoid, remedy or mitigate adverse effects on the amenity of adjacent open spaces and residential zones.
- (6) Development and/or subdivision within the precinct facilitates a transport network that:

- (a) integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network;
- (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and
- (c) is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards.

The underlying zone, Auckland-wide and any relevant overlay objectives apply in this precinct, in addition to those specified above.

I600.3. Policies

- (1) Avoid adverse effects of development on human health by ensuring that land contaminated from previous rural activities is remediated.
- (2) Manage any area of land instability.
- (3) Protect and enhance the Paremuka Stream and its tributaries by providing a 50m wide esplanade reserve along the stream incorporating active restoration and revegetation of 20m wide riparian margins identified on I600.10.1 Babich: Precinct Plan 1.
- (4) Require development in sub-precinct A and C to provide road, cycle, pedestrian and open space linkages in accordance with I600.10.1 Babich: Precinct Plan 1.
- (5) Require subdivision and development in Sub-precinct C to manage the interface between residential development and remaining wine making and associated activities.
- (6) Require development in Sub-precinct C to demonstrate the interrelationship and future integration with any neighbouring precinct.
- (7) Ensure new buildings and significant additions and alterations are designed to:
 - (a) make efficient use of the site;
 - (b) contribute to amenity values where development is located adjacent to a street or open space;
 - (c) complement the existing and planned future form and quality of the surrounding area; and
 - (d) contribute to the sense of place.
- (8) Require subdivision and/or development within the precinct to provide for a transport network that:

- (a) as a minimum, is in accordance with the transport network elements shown on I600.10.1 Babich: Precinct Plan 1;
- (b) supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles; and
- (c) is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards.

The underlying zone, Auckland wide and any relevant overlay policies apply in this precinct, in addition to those specified above.

I600.4. Activity table

The provisions in the underlying zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below.

Table I600.4.1 specifies the activity status of land use, development and subdivision activities in the Babich Precinct.

Table I600.4.1 Activity table

Activity		Activity status
Use		
(A1)	Food and beverage associated with existing wine making activities on the site in Sub-precinct C	RD
(A2)	Retail accessory to existing wine making activities on the site in Sub-precinct C	RD
(A3)	Offices accessory to existing wine making activities on the site in Sub-precinct C	RD
(A4)	Industry associated with existing wine making activities on the site in Sub-precinct C	RD
(A5)	Dwellings	RD
(A6)	Dwellings with an underlying Residential – Single House Zone <u>Residential – Mixed Housing Suburban Zone</u> that do not comply with Standard I600.6.1(1)	D
(A7)	Dwellings with an underlying Residential – Large Lot Zone that do not comply with Standard I600.6.1(1)	NC
Development		
(A8)	New buildings or additions and alterations to buildings associated with an existing wine making activity on the site in Sub-precinct C	RD
(A9)	New buildings or alterations and additions to buildings in Sub-precinct C not associated with an existing wine making activity on the site	RD
(A10)	New buildings or alterations and additions to buildings in Sub-precinct A not associated with an existing wine making activity on the site	RD

(A11)	New buildings that do not comply with the 10m riparian yard in sub-precinct B (Standard I600.6.3(1)), but maintain a minimum 3m yard	C
(A12)	New buildings that do not comply with the 10m riparian yard in sub-precinct B (Standard I600.6.3(1)), and do not maintain a minimum 3m yard	D
	New buildings that do not comply with the 20m riparian yard (Standard I600.6.3(1))	D
Subdivision		
(A13)	Subdivision	RD

I600.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I600.4.1 will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table I600.4.1 and which is not listed in I600.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

I600.6. Standards

The overlay, Auckland-wide and underlying zone standards apply in this precinct unless otherwise specified.

All activities listed in Table I600.4.1 must comply with the following standards.

I600.6.1. Maximum density

- (1) The number of dwellings on a site must not exceed the limits specified below in Table I600.6.1.1.

Table I600.6.1.1. Maximum density

Sub-precincts	Underlying zone	Maximum density
A and C	Single House <u>MHS</u>	One dwelling per 450m ² net site area
<u>A and C</u>	Large Lot	Average net site area – One dwelling per 2000m ² Minimum net site area – One dwelling per 1250m ²
B	Large Lot <u>MHS</u>	One dwelling per 4ha net site area

I600.6.2. Height in relation to boundary

- (1) The height in relation to boundary standards in the underlying residential zones do not apply to the road boundary of sites in sub-precincts A and C.

I600.6.3. Yards

- (1) Table I600.6.3.1. sets out the minimum yard requirements.

Table I600.6.3.1. Yards minimum depth

Yard	Sub-precincts A and C	Sub-precinct B
Front	3m	10m
Side	NA	10m
Rear	NA	10m
10m riparian margin as shown on I600.10.1 Babich: Precinct Plan 1	10m from the edge of all other permanent and intermittent streams	
20m riparian margin as shown on I600.10.1 Babich: Precinct Plan 1	20m from the edge of all other permanent and intermittent streams	

I600.6.4. Maximum impervious surfaces

- (1) Table I600.6.4.1 sets out the permitted maximum impervious surface areas.

Table I600.6.4.1. Maximum impervious surfaces

Sub-precinct	Underlying zone	Maximum impervious surface
A	Single House MHS	15 per cent where there is no connection to a reticulated stormwater system 60 per cent where there is a connection to a reticulated stormwater system
	Large Lot	20 per cent
B	Large Lot	15 per cent where there is no connection to a reticulated stormwater system 60 per cent where there is a connection to a reticulated stormwater system
C	Single House MHS	15 per cent where there is no connection to a reticulated stormwater system 60 per cent where there is a connection to a reticulated stormwater system

I600.6.5. Building coverage

- (1) Table I600.6.5.1 sets out the building coverage requirements.

Table I600.6.5.1. Building coverage

Sub-precinct	Underlying zone	Maximum building coverage
A	Large Lot	35 per cent

I600.6.6. Subdivision minimum site size

(1) Table I600.6.6.1.1 sets out the minimum site size requirements.

Table I600.6.6.1.1 Minimum site size

Sub-precinct	Underlying zone	Minimum site size
A	Single House <u>MHS</u>	450m ²
	Large Lot	1250m ² – minimum site area 2000m ² – minimum average site size
B	Large Lot	4ha
C	Single House <u>MHS</u>	450m ²

(2) Minimum site size where more than 50 per cent of a proposed site is within a significant ecological area or riparian margin:

- (a) 1000m² in sub-precincts A and C with an underlying ~~Residential – Single House Zone~~ Residential – Mixed Housing Suburban Zone and Residential – Large Lot Zone

I600.6.7. Subdivision of a site within two zones

(1) The Auckland-wide subdivision rules apply except:

- (a) where proposed sites cover more than one zone, a site must not have a net site area greater than 1000m².

I600.7. Assessment – controlled activities**I600.7.1. Matters of control**

For development that is a controlled activity in the Babich Precinct, the council will reserve its control over the following matters:

- (1) new buildings that do not comply with the 10m riparian yard in sub-precinct B (Standard I600.6.3(1)), but maintain a minimum 3m yard:
- (a) building location;
 - (b) provision of adequate yard; and
 - (c) provision of landscaped areas.

I600.7.2. Assessment criteria

For development that is a controlled activity in the Babich Precinct, the following assessment criteria apply.

(1) building location:

- (a) the extent to which the location of buildings associated with activities on-site avoid adverse effects on neighbourhood character, natural landscapes and residential amenity.

(2) provision of adequate yard:

- (a) the extent to which opportunities for providing landscaped areas in the front yard are maintained; and
- (b) the extent to which safe traffic movements and parking and manoeuvring off the road are allowed for.

(3) provision of landscaped areas:

- (a) the extent to which appropriate landscaped areas are provided to avoid adverse effects on neighbourhood character, natural landscapes and residential amenity.

I600.8. Assessment – restricted discretionary activities

I600.8.1. Matters of discretion

For development that is a restricted discretionary activity in the Babich Precinct, the council will restrict its discretion to the following matters, in addition to the matters specified for the relevant restricted discretionary activities in the underlying zones:

(1) retail accessory to an existing wine making activity on-site in Sub-precinct C:

- (a) bulk and location; and
- (b) privacy of adjoining sites.

(2) offices accessory to an existing wine making activity on-site in Sub-precinct C:

- (a) bulk and location; and
- (b) privacy of adjoining sites.

(3) industry activities associated with existing wine making activity on-site in Sub-precinct C:

- (a) bulk and location;
- (b) privacy of adjoining sites;
- (c) residential amenity; and
- (d) visual impact.

- (4) new buildings or additions and alterations to existing buildings associated with an existing wine making activity on-site in Sub-precinct C:
 - (a) bulk and location;
 - (b) privacy of adjoining sites;
 - (c) residential amenity; and
 - (d) visual impact.
- (5) new buildings or alterations and additions to existing buildings not associated with an existing wine making activity on the site in Sub-precinct C:
 - (a) the interface between residential development and remaining wine making and associated activities;
 - (b) bulk and location;
 - (c) privacy of adjoining sites;
 - (d) residential amenity;
 - (e) visual impact;
 - (f) the overall development layout and design including:
 - (i) the location, layout and design of the transport network including roads, pedestrian linkages and cycle linkages
 - (ii) the location, layout and design of open space;
 - (iii) earthworks areas and land contours; and
 - (iv) infrastructure location.
 - (g) stormwater management devices.
- (6) new buildings or alterations and additions to existing buildings not associated with an existing wine making activity on the site in Sub-precinct A:
 - (a) bulk and location;
 - (b) privacy of adjoining sites;
 - (c) residential amenity;
 - (d) visual impact;
 - (e) the overall development layout and design including:
 - (i) the location, layout and design of the transport network including roads, pedestrian linkages and cycle linkages
 - (ii) the location, layout and design of open space;
 - (iii) earthworks areas and land contours; and

(iv) infrastructure location.

(f) stormwater management devices.

(7) Subdivision in Sub-precinct A:

(a) provision of landscaped areas where sites adjoin sub-precinct C;

(b) the proposed subdivision layout relative to the overall development, including:

(i) the location, layout and design of the transport network including roads, pedestrian linkages and cycle linkages;

(ii) the location, layout and design of open space;

(iii) earthworks areas and land contours; and

(iv) infrastructure location.

(c) the 50m esplanade reserve along the Paremuka Stream;

(d) active restoration and revegetation of a 20m wide riparian margins identified on I600.10.1 Babich: Precinct Plan 1;

(e) the extent to which the following are in accordance with I600.10.1 Babich: Precinct Plan 1:

(i) indicative roads;

(ii) pedestrian footbridge;

(iii) esplanade reserves;

(iv) open space;

(v) stormwater management devices; and

(vi) riparian margins.

(8) Subdivision in sub-precinct C:

(a) the proposed subdivision layout relative to the overall development, including:

(i) the location, layout and design of the transport network including roads, pedestrian linkages and cycle linkages;

(ii) the location, layout and design of open space;

(iii) earthworks areas and land contours; and

(iv) infrastructure location.

- (b) active restoration and revegetation of 20m wide riparian margins identified on I600.10.1 Babich: Precinct Plan 1;
- (c) the extent to which the following are in accordance with I600.10.1 Babich: Precinct Plan 1:
 - (i) indicative roads; and
 - (ii) esplanade reserve.
- (9) infringement of yard standard:
 - (a) height;
 - (b) building location;
 - (c) design; and
 - (d) provision of landscaped areas.
- (10) infringement of impervious surfaces standard:
 - (a) scale;
 - (b) location;
 - (c) provision of landscaped areas; and
 - (d) provision of stormwater management devices.

I600.8.2. Assessment criteria

For development that is a restricted discretionary activity in the Babich Precinct, the following assessment criteria apply:

- (1) bulk and location:
 - (a) the extent to which the bulk and location of buildings associated with activities on-site avoid adverse effects on neighbourhood character, natural landscapes and residential amenity.
- (2) privacy of adjoining sites:
 - (a) whether car parking, loading spaces and driveways associated with activities on-site dominate or intrude into the privacy of adjoining sites.
- (3) residential amenity:
 - (a) whether outdoor storage detracts from the visual amenity enjoyed by residents of adjoining sites; and
 - (b) the extent to which residential activity is compatible with existing wine making activities on-site, having particular regard to matters of health and safety.

(4) visual impact:

- (a) the extent to which areas of public open space will be planted to offset the visual impact of additional building coverage.

(5) the location, layout and design of the transport network, including roads, pedestrian and cycling connections:

- (a) the extent to which the transport network is designed and constructed in a manner that is consistent with the requirements of any relevant code of practice or engineering standards;
- (b) the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct;
- (c) the extent to which the proposed roads and pedestrian and cycle linkages relative to the location of infrastructure servicing the area and open space result in an integrated network that is adequate to meet the needs of the overall development area;
- (d) the extent to which the location of proposed roads, pedestrian links and cycle linkages are in accordance with I600.10.1 Babich: Precinct Plan 1; and
- (e) also refer to the relevant assessment criteria in [E38](#) Subdivision – Urban.

(6) the location, layout and design of open space:

- (a) the extent to which the proposed open space relative to the location of infrastructure servicing the area and existing open space results in an integrated network that is adequate to meet the needs of the overall development area;
- (b) the extent to which the proposed buildings relative to the location of infrastructure servicing the area and open space result in an integrated network that is adequate to meet the needs of the overall development area;
- (c) the extent to which the location of open space is generally in accordance with I600.10.1 Babich: Precinct Plan 1; and
- (d) the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

(7) infrastructure location:

- (a) the extent to which the location of infrastructure servicing the area and results in an integrated network that is adequate to meet the needs of the overall development area; and

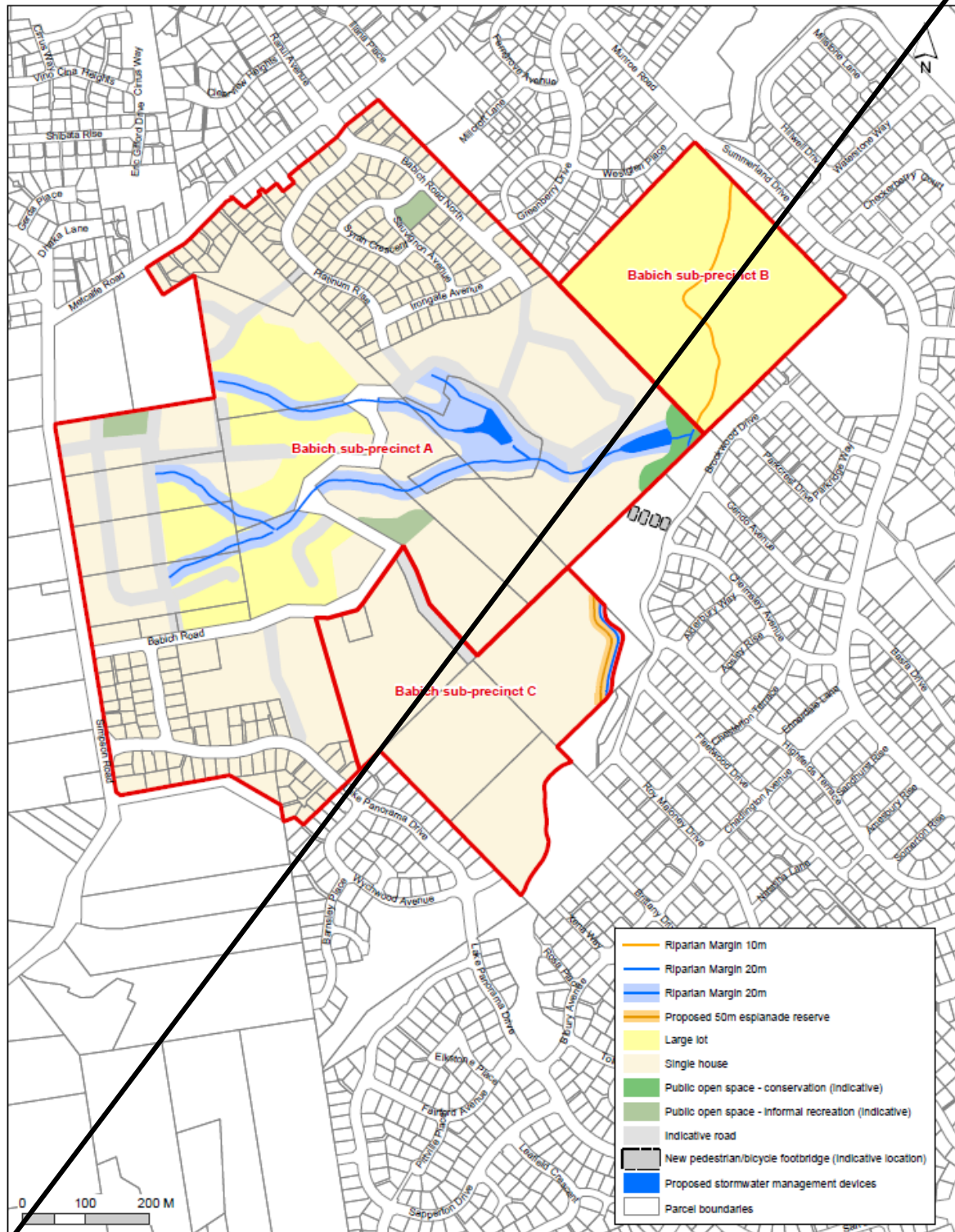
- (b) the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (8) stormwater management devices:
 - (a) the extent to which the location of stormwater management devices is generally in accordance with I600.10.1 Babich: Precinct Plan 1; and
 - (b) the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (9) the 50m esplanade reserve along the Paremuka Stream:
 - (a) the extent to which the location of the esplanade reserve is in accordance with I600.10.1 Babich: Precinct Plan 1.
 - (b) active restoration and revegetation of 20m wide riparian margins identified on I600.10.1 Babich: Precinct Plan 1:
 - (c) the extent to which active restoration and revegetation of 20m wide riparian margins identified on I600.10.1 Babich: Precinct Plan 1 will be incorporated.
- (10) provision of landscaped areas where sites adjoin Sub-precinct C;
 - (a) the extent to which appropriate landscaped areas are provided where sites which adjoin Sub-precinct C.
- (11) infringement of yard standard:
 - (a) the extent to which opportunities for landscaped areas in the front yard are maintained; and
 - (b) the extent to which safe traffic movements and parking and manoeuvring off the road are allowed for.
- (12) infringement of impervious surfaces standard:
 - (a) the extent to which impervious areas avoid destroying or harming surrounding native vegetation; and
 - (b) the extent to which impervious areas avoid adverse effects resulting from soil loss from the site.

I600.9. Special information requirements

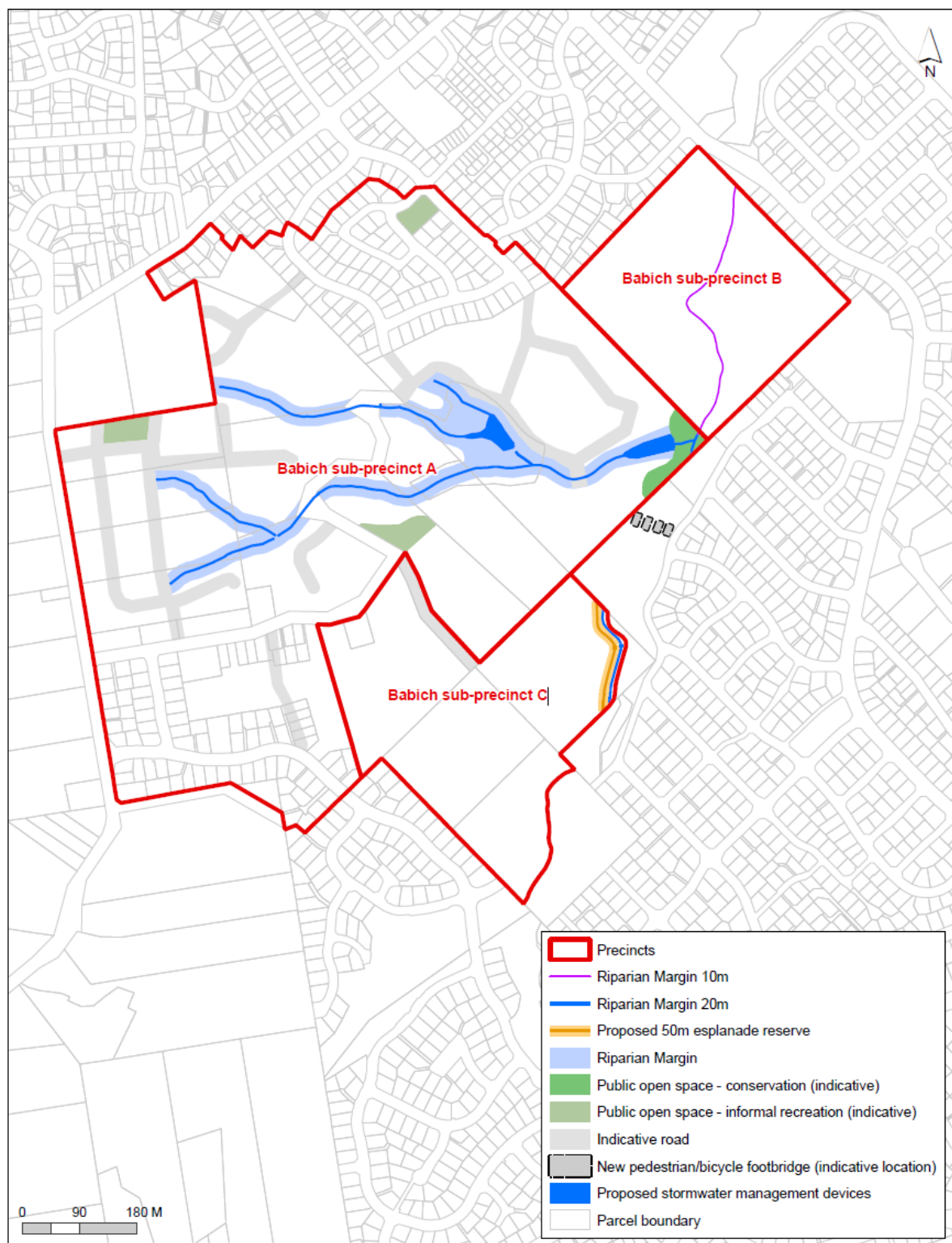
There are no special information requirements in this precinct.

I600.10. Precinct plans

I600.10.1 Babich: Precinct plan 1



I600 Babich Precinct



Babich: Precinct plan

I605. Hobsonville Point Precinct

I605.1. Precinct Description

The Hobsonville Point Precinct is located approximately 11 kilometres north-west of central Auckland. The precinct is being redeveloped as a sustainable community with a compatible mix of residential and employment activities. Development of this precinct will be guided by the following precinct plans:

- Precinct plan 1 - Hobsonville Point precinct plan;
- Precinct plan 2 - Hobsonville Point features plan;
- Catalina Sub-precinct (Sub-precinct E) plans (precinct plans 3 - 5); and
- Landing Sub-precinct plans (Sub-precinct F) (precinct plans 6-7).

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of the former airbase, making efficient use of land and infrastructure and increasing the supply of housing in the Hobsonville area. The precinct will provide an integrated residential and marine area, comprising a primary and secondary school, integrated public transport, a range of open spaces and community facilities, and a variety of housing options. The precinct is located near to the local centre being developed within the adjacent Hobsonville Corridor Precinct.

There are six sub-precincts in the precinct being the:

- Hobsonville Point Village Sub-precinct (Sub-precinct A);
- Buckley Sub-precinct (Sub-precinct B);
- Sunderland Sub-precinct (Sub-precinct C);
- Airfields Sub-precinct (Sub-precinct D);
- Catalina Sub-precinct (Sub-precinct E); and
- Landing Sub-precinct (Sub-precinct F).

The Hobsonville Point Village Sub-precinct (Sub-precinct A) has some provision for small-scale retail fronting Hobsonville Point Road. The Buckley, Sunderland and Catalina sub-precincts predominately provide for urban residential living, with areas set aside for retail and community facilities to serve the local community. The Landing Sub-precinct (Sub-precinct F) provides for mixed uses, and is intended to be a vibrant urban node building on its existing heritage and landscape features and taking advantage of its waterside position and ferry service. The Airfields Sub-precinct (Sub-precinct D) is a comprehensive mixed use development for limited retail, business and residential activities.

Stormwater management within the precinct is guided by an integrated catchment management plan and is the subject of a granted stormwater network discharge consent which contains both an overall management approach and specific requirements for both on-site stormwater management and larger scale communal stormwater management ponds and wetlands.

The zoning of the land within the Hobsonville Point Precinct is Residential – Single House, Residential - Mixed Housing Urban, Residential - Terrace Housing and Apartment Buildings, Business - Mixed Use, Open Space – Informal Recreation, Open Space - Conservation, and Special Purpose – Maori Purpose zones.

I605.2. Objectives

- (1) Hobsonville Point Precinct is developed in a comprehensive and integrated way to provide for a compatible mix of residential living, commercial and employment in order to increase housing supply.
- (2) Development is of a form, scale and design that provides for high-quality on-site amenity for residents and responds to the neighbourhood's planned residential character.
- (3) Different types of housing and levels of intensification are enabled, including medium and high-density housing, to provide a choice of living environments while providing for high-quality on-site amenity for residents and maintaining the reasonable amenity of adjoining residential sites.
- (4) Commercial and retail activities are enabled at a scale and intensity which ensures that the adverse effects on the function and viability of the local centre within the Hobsonville Corridor Precinct are avoided.
- (5) Subdivision and development is sensitive to the precinct's historic cultural heritage, natural ecological and open space and coastal values, and those values are a significant feature of the precinct's development.
- (6) Development is integrated with transport networks and supports pedestrian, cycle and public transport use.
- (7) Adverse effects of stormwater runoff are avoided or mitigated.
- (8) Provide for public transport infrastructure and maintain access to this infrastructure within the Landing Sub-precinct (Sub-precinct F) to support the transport needs of the wider Hobsonville Point Precinct.

The overlay, zone and Auckland-wide objectives apply in this precinct in addition to those specified above.

I605.3. Policies

Development

- (1) Promote comprehensive and integrated development of the precinct in accordance with Precinct plan 1 - Hobsonville Point precinct plan.
- (2) Encourage the establishment of land use activities or development within a sub-precinct to ensure that the precinct is developed in a co-ordinated, integrated and comprehensive manner.

- (3) Enable a community that models sustainability, particularly the principles of passive solar design, energy efficiency, sustainable water management, and compact walkable neighbourhoods.
- (4) Encourage higher density and mixed use development, and an integrated urban form, with public transport networks, pedestrian facilities and cycleways movement networks, to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
- (5) Enable medium and high-density housing to make efficient use of the land resource while maintaining the reasonable amenity of adjoining residential sites and providing high-quality on-site amenity.
- (6) Enable retail and commercial activities to service the community while ensuring:
 - (a) the intensity of the use will not detract from the residential amenity of the precinct; and
 - (b) the scale and intensity of the activities will not have an adverse effect on the function and viability of the local centre within I603 Hobsonville Corridor Precinct.

Built form

- (7) Promote principles of urban sustainability and excellence of urban form.
- (8) Require residential development to be of a scale and form that maintains adequate sunlight access to adjoining residential sites and avoids bulk and dominance effects.
- (9) Require residential development to achieve a high quality of on-site amenity by:
 - (a) providing functional and accessible outdoor living spaces;
 - (b) controlling fence heights to provide a reasonable level of on-site privacy while enabling passive surveillance of the street and open space;
 - (c) requiring minimum side yards to allow for access to the rear of sites;
 - (d) controlling building coverage, impervious areas and minimum landscaped areas;
 - (e) applying design assessment criteria within sub-precincts to manage privacy effects;
 - (f) specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects;
 - (g) applying energy efficiency standards, water use efficiency standards and standards for use of rainwater for non-potable water; and

- (h) requiring new buildings and other development in the Landing Sub-precinct (Sub-precinct F) to be located and designed to maintain key identified views (precinct plan 7) between public spaces and the existing hangar buildings and the escarpment.

Historic heritage and public open spaces

- (10) Apply controls which protect and enhance the precinct's historic heritage values, and amenity and character features.
- (11) Encourage recognition and protection of historic and Mana Whenua cultural heritage values in the detailed design for the sub-precincts.
- (12) Encourage the establishment of public open space within the Catalina Sub-precinct (Sub-precinct E) to recognise and protect the collective historic and cultural heritage, natural ecological and open space values of Bomb Point and the adjoining coastal marine areas, and to provide for public access to the coast and protected historic heritage features.
- (13) Require the protection and preservation of no less than two of the former ammunition stores at Bomb Point within the Catalina Sub-precinct (Sub-precinct E).
- (14) Require the retention and adaptive re-use of the hanger building as part of the development of the Airfields Sub-precinct (Sub-precinct D).
- (15) Provide for any identified historic heritage buildings and their surrounds, and heritage landscapes to be managed in accordance with a heritage management plan.
- (16) Require any new buildings to be sensitive to the location and scale of the existing heritage buildings and their surrounds.
- (17) Protect the natural values of, and public access to, the coast.
- (18) Require integrated, accessible and usable public open spaces to be provided within walkable distances for all residents.
- (19) Require the retention and adaptive re-use of existing buildings with historic value as part of the development of the Landing Sub-precinct (Sub-precinct F).
- (20) Encourage the creation of a vibrant promenade in the Landing Sub-precinct (Sub-precinct F) while safeguarding public access along the waterfront.

Infrastructure

- (21) Require the construction of new roads as generally indicated on Precinct plan 1 - Hobsonville Point precinct plan to achieve a highly interconnected pedestrian and roads system that provides for all modes of transport.

- (22) Require pedestrian and cycle links as generally indicated on Precinct plan 2 - Hobsonville Point features plan to allow for safe and efficient movements within the precinct.
- (23) Minimise the effects of off-site disposal of stormwater and wastewater through the use of sustainable infrastructure design.
- (24) Ensure development is consistent with the granted network discharge consent (or variation thereto) and integrated management plan.
- (25) Ensure that space and public access is available with The Landing Sub-precinct (Sub-precinct F) to integrate complementary and public transport facilities for:
 - (a) the movement of ferry passengers and supporting facilities;
 - (b) the efficient access, circulation and manoeuvring of buses servicing the Hobsonville ferry terminal; and
 - (c) the provision of cycle parking within close proximity to the Hobsonville ferry terminal at all times.

The overlay, zone and Auckland-wide policies apply in this precinct in addition to those specified above.

I605.4. Activity table

The provisions in the zone and Auckland-wide provisions apply in this precinct unless otherwise specified below where an activity status is specified in a table cell. A blank table cell with no activity status specified means that the underlying zone provisions apply.

Table I605.4.1 specifies the activity status of activities in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D), and Catalina Sub-precinct (Sub-precinct E), pursuant to sections 9(3) and section 11 of the Resource Management Act 1991. These sub-precincts are in the residential zones.

Table I605.4.2 specifies the activity status of activities in The Landing Sub-precinct (Sub-precinct F), pursuant to sections 9(3) and 11 of the Resource Management Act 1991. This precinct is in the Business – Mixed Use Zone.

Table I605.4.1 Activity table – Sub-precincts A-E (Residential Zones)

Activity		Activity status				
		Hobsonville Point Village Sub-precinct (Sub-precinct A)	Buckley Sub-precinct (Sub-precinct B)	Sunderland Sub-precinct (Sub-precinct C)	Airfields Sub-precinct (Sub-precinct D)	Catalina Sub-precinct (Sub-precinct E)
Use						
Commerce						
(A1)	Filming	P	P	P	P	P
(A2)	Retail	RD	RD	RD	RD	RD
(A3)	Retail that does not comply with Standard I605.6.2			D	D	
(A4)	Restaurants and cafes up to 500m ² gross floor area per site			RD	RD	
(A5)	Restaurants and cafes exceeding 500m ² gross floor area per site			D	D	
(A6)	Restaurants and cafes up to 200m ² gross floor area per site	RD	RD			RD
(A7)	Service stations on arterial roads	D	NC	NC	NC	NC
(A8)	Offices			RD	RD	
(A9)	Commercial services			RD	RD	
(A10)	Education facilities			RD	RD	
(A11)	Healthcare facilities			RD	RD	
(A12)	Office or warehousing activities in the Airfields Sub-precinct (Sub-precinct D)	NA	NA	NA	D	NA
(A13)	Any retail, office, commercial service, entertainment recreational or				P	

	community use within the WASP Hangar					
(A14)	Parking and "Park and Ride" facilities				P	
(A15)	Ongoing operation of existing marine industry activities that were in operation at 30 September 2013				P	
(A16)	Three or more dwellings per site within the Residential - Mixed Housing Urban Zone	P	P	P	P	P
Development						
(A17)	Internal alterations to buildings	P	P	P	P	P
(A18)	Buildings and alterations and additions to buildings	RD	RD	RD	RD	RD
(A19)	Complete demolition or demolition of any part of the former ammunition stores in the Catalina Sub-precinct (Sub-precinct E)	N/A	N/A	N/A	N/A	D
(A20)	Infrastructure					
Subdivision						
(A21)	Subdivision					

Table I605.4.2 Activity table – Sub-precinct F (Mixed Use Zone)

Activity		Activity status
Use		
Commerce		
(A22)	Marine Retail	P
(A23)	Offices greater than 500m ² gross floor area per site	P
(A24)	Walkways, cycling facilities, bus access and circulation, bus stops and shelters	P
Development		
(A25)	Complete demolition or demolition of more than 30% of the frontage of existing buildings of historic value	NC
(A26)	New buildings	RD
(A27)	Alterations to, or the demolition of no more than 30% of the	RD

	front façade of existing buildings of historic value	
(A28)	Internal alterations to buildings	P
Subdivision		
(A29)	Subdivision	RD

Note 1

Attached housing is a self-contained dwelling that adjoins another dwelling, sharing walls and/or intermediate floors. Unlike the apartment typology however, all ground floor dwellings must have direct street access.

Note 2

Detached housing is a free standing dwelling that does not share walls with another dwelling. The ground floor plan shape may or may not have one edge on a side boundary known as a zero lot condition. The zero lot setback typically occurs in the southern or eastern quarters giving a more efficient use of private open space to the opposing side and capitalising on good solar orientation to the north and west. Parking and servicing is from the street or a rear lane and can be integrated with the house or be detached.

Note 3

In this precinct 'approved comprehensive development plan' means the comprehensive development plan consents granted for the Buckley and Sunderland sub-precincts and referenced as LUC-2008-389 and LUC-2012-1078, and the comprehensive development plan granted for the Airfields Sub-precinct (Sub-precinct D) and referenced as LUC 2013-1261.

Note 4

The existing buildings of historic value referred in the Landing Sub-precinct (Sub-precinct F), and identified on Precinct plan 6 - Landing Sub-precinct F connections, movement and public spaces plan Precinct plan 7 - Landing Sub-precinct F buildings and views plan are:

- (a) Building A = Fabric Bay;
- (b) Building B = Seaplane Hangars;
- (c) Building C = Workshops;
- (d) Building D = Painting Bay;
- (e) Building E = GRP Building; and
- (f) Building F = Sunderland Hangar.

Note 5

For the avoidance of doubt, 'demolition' does not include the removal and replacement of cladding, roofing, doors, windows, gutters and spouting and the like.

I605.5. Notification

- (1) Any application for resource consent for a restricted discretionary activity for new buildings, alterations and additions, subdivision and development on sites listed in activity tables I605.4.1 and I605.4.2, will be considered without public notification. However, limited notification may be undertaken, including notice being given to any owner of land within the sub-precinct who has not provided written approval to the application.
- (2) Any application for resource consent for an activity listed in activity tables I605.4.1 and I605.4.2 and which is not listed in I605.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

I605.6. Standards

The overlay, zone, and Auckland-wide standards apply in this precinct unless otherwise specified.

All activities listed in Table I605.4.1, Table I605.4.2, [Table H3.4.1 in H3 Residential – Single House Zone](#), [Table H5.4.1 in H5 Residential - Mixed Housing Urban Zone](#), and [Table H.6.4.1 in H6 Residential - Terrace Housing and Apartment Buildings Zone](#), as permitted or restricted discretionary activities must comply with the following standards. All subdivision that is a controlled, restricted discretionary or discretionary activity must comply with the standards I605.6.3, I605.6.5.8, I605.6.8, and I605.6.9.1.

I605.6.1. Minimum and maximum density

- (1) The number of dwellings within a sub-precinct must be no less than the minimum density and no more than the maximum density specified in Table I605.6.1.1.
- (2) Any activity that does not comply with I605.6.1(1) is a discretionary activity.

Table I605.6.1.1 Density

Sub-precinct	Minimum number of dwellings	Maximum number of dwellings
Hobsonville Point Village Sub-precinct (Sub-precinct A)	274	NA
Buckley Sub-precinct (Sub-precinct B)	1080	1200
Sunderland Sub-precinct (Sub-precinct C)	592	1175
Residential – <u>Single House zone and Residential - Mixed Housing Urban zone</u> within the Airfields Sub-precinct (Sub-precinct D)	40 dwellings per hectare net*	150 dwellings per hectare net*
Catalina Sub-precinct (Sub-precinct E)	40 dwellings per hectare net*	150 dwellings per hectare net*

*excluding land used for public roads, public open space or any other land used for a non-residential activity.

I605.6.2. Retail

Within Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E):

- (a) the total gross floor area of retail within a sub-precinct must not exceed 3000m²;
- (b) retail units must not exceed 500m² gross floor area per unit, or maximum average gross floor area of 200m²; and
- (c) a maximum of two adjoining retail units may locate in the same area.

I605.6.3. Stormwater management

- (1) Subdivision and development shall be managed in accordance with the integrated catchment management plan and granted network consent (or approved variation).

I605.6.4. Residential – Mixed Housing Urban Zone

- (1) The standards in the Residential - Mixed Housing Urban Zone apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E), including sites zoned Residential – Single House, except as specified below.

I605.6.4.1. Height in relation to boundary

- (1) The height in relation to boundary standards [H3.6.7](#) in [H3 Residential – Single House Zone](#), [H5.6.5](#) and [H5.6.6](#) in [H5 Residential – Mixed Housing Urban Zone](#) do not apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E).

I605.6.4.2. Yards

Purpose:

- Front yard: to provide a transition from the street to the front facade of the dwelling and ensure dwellings address the street where practicable.
 - Side yard: a minimum on one side boundary to provide practical access to the rear of the site.
 - Provides for garages or carports facing the street to be setback to ensure that parked cars do not overhang the footpath.
- (1) The standards for yards in [H5 Residential - Mixed Housing Urban Zone](#) under Standard [H5.6.8](#) apply, including to sites zoned Residential – Single House, except as specified in Table I605.6.4.2.1:

Table I605.6.4.2.1 Yards

Yard	Minimum depth	Maximum depth
Front (except for garages and carports)	1m	6m
Side yard (detached dwellings and end of row attached dwellings only)	1.2m on one side yard only	None applies.

- (2) A garage or carport facing the street must be set back at least 0.5m from the dwelling frontage.
- (3) The front of the garage or carport must not be between 1.5m and 5.5m from the front boundary of the site.

I605.6.4.3. Common walls

Purpose: enable attached dwellings in Hobsonville Point Village Sub-precinct (Sub-precinct A), Buckley Sub-precinct (Sub-precinct B), Sunderland Sub-precinct (Sub-precinct C), Airfields Sub-precinct (Sub-precinct D) and Catalina Sub-precinct (Sub-precinct E).

- (1) The side yard in I605.6.4.2 does not apply where a common wall is proposed.

I605.6.4.4. Maximum impervious area, building coverage and landscaping

Purpose:

- manage the amount of stormwater runoff generated by a development;
- maintain the suburban built character of the zone; and
- provide a good standard of on-site amenity for residents.

(1) The following standards from [H5 Residential – Mixed Housing Urban Zone](#) do not apply:

- (a) ~~Rule~~ [H5.6.9](#) Maximum impervious area;
- (b) ~~Rule~~ [H5.6.10](#) Building coverage; and
- (c) ~~Rule~~ [H5.6.11](#) Landscaped area.

(1A) The following standards from H3 Residential – Single House Zone do not apply:

- i. H3.6.9 Maximum impervious area
- ii. H3.6.10 Building coverage
- iii. H3.6.11 Landscaped area

(2) The maximum and minimum areas in Table I605.6.4.4.1 apply.

Table I605.6.4.4.1. Maximum impervious area, building coverage and landscaping

Sub-precinct/area	Maximum impervious area	Maximum building coverage	Minimum landscaped area
Buckley Sub-precinct (Sub-precinct B)	70% for detached housing, or 85% for attached housing	60% for detached housing, or 75% for attached housing	30% for detached housing, or 15% for attached housing
Sunderland Sub-precinct (Sub-precinct C)	80% for detached housing 85% for attached housing	55% for detached housing 65% for attached housing	15%
Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and, Airfields Sub-	85%	65%	15%

precinct (Sub-precinct D)			
Riparian yard – in all sub-precincts where a riparian yard exists	10%	NA	NA

I605.6.4.5. Outdoor Living Space

Purpose: provide dwellings with an outdoor living space that is useable and accessible.

- (1) The standards for outdoor living space in the Residential - Mixed Housing Urban apply, including to sites zoned Residential – Single House, except as specified in Table I605.6.4.5.1.

Table I605.6.4.5.1 Outdoor living space

Sub-precinct	Minimum area	Minimum dimensions
Buckley sub-precinct (Sub-precinct B)	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply.	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply.
Sunderland Sub-precinct (Sub-precinct C)	18m² for a 1 bedroom dwelling at ground level; 40m² for a 2 bedroom dwelling at ground level; 50m² for a 3 bedroom dwelling; or 60m² for a 4 bedroom dwelling. for small houses: 18m² for a 1 bedroom dwelling; or 25m² for a 2 bedroom. The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level; and b. entire dwellings above the ground level. Where a dwelling has the principal living room above ground level a balcony or terrace at least 8m²	4m diameter circle for a 1 or 2 bedroom dwelling. The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level. Minimum depth of 2.4m for a above ground balcony or terrace.
The Airfields Sub-precinct	18m ² for a 1 bedroom dwelling; or	4m diameter circle for a one or more bedroom dwelling, or

(Sub-precinct D), Hobsonville Point Village Sub-precinct (Sub-precinct A) and Catalina Sub-precinct (Sub-precinct E)	25m ² for a 2 bedroom dwelling. The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. 3 or more bedrooms; b. principal living rooms above ground level; and c. entire dwellings located above ground level.	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level; and b. entire dwellings above the ground level.
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* Refer to definition of 'small house' in Note 1 for Table I605.6.4.7.1 Outlook space and building separation

- (2) In the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) outdoor living spaces must receive at least 3 hours of sunlight on June 21 for at least 50 per cent of the outdoor living space and at least 5 hours on September 21.

I605.6.4.6. Fences

Purpose: provide a reasonable level of privacy for dwellings while enabling passive surveillance over the street and public open space.

- (1) Standard [H5.6.15](#) - Side and rear fences and walls, in [H5 Residential – Mixed Housing Urban Zone](#) does not apply.

(1A) Standard H3.6.12 – Front, side and rear fences and walls, in H3 Residential – Single House Zone does not apply

- (2) Fences in a front yard, or adjoining a public open space, must not exceed 0.9m in height.
- (3) Where a dwelling is erected within 1.5m of the frontage a fence must not be erected in the front yard.
- (4) Where there is no front fence, and a side boundary fence is to run between adjoining properties, the boundary fence must be set back at least 1m back from the front corner of the building.
- (5) Fences on a rear boundary must not exceed 1.8m in height and where the rear boundary faces onto a lane the fence must be visually permeable across 50 per cent of the area.
- (6) Fences on a side boundary must not exceed 1.8m in height.
- (7) A combined fence and retaining wall on a front boundary must not exceed 0.9m in height.

I605.6.4.7. Outlook space and building separation

Purpose:

- ensure a reasonable standard of outlook and privacy between dwellings on adjacent sites;
 - maximise daylight into dwellings and outdoor living spaces; and
 - reduce noise disturbance.
- (1) Standard [H5.6.12](#) Outlook space in [H5 Residential – Mixed Housing Urban Zone](#) does not apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C).
 - (2) All attached housing and detached housing in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) must be designed so that each external wall of the building is nominated with a primary outlook, secondary outlook or no outlook.
 - (3) The minimum set-backs from site boundaries are set out in Table I605.6.4.7.1.
 - (4) The outlook area may be over the street, public open space, shared access sites, car parking areas and private lanes.
 - (5) Any building constructed directly adjacent to the primary or secondary outlook of a small house must not exceed a maximum height of two storeys.
 - (6) The underlying zone standards for separation between buildings does not apply in the Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C). The nominated outlooks and setback distances in Table I605.6.4.7.1 apply as separation distances between dwellings on the same site.

Table I605.6.4.7.1 Outlook space and building separation

Minimum set back	Dwellings (other than small houses)	Small houses
Primary outlook*	6m	4m
Secondary outlook	3m	2m
No outlook	0m	0m

*Refer to Precinct plan 4 - Catalina Sub-precinct E - building separation diagram

Note:

- (1) A small house is a dwelling with a maximum of two storeys, and a maximum 100m² gross floor area (including garage), and a maximum of three bedrooms.
- (2) Primary outlook relates to a living space, typically comprising a lounge, living or dining space. At least one of the external walls of the principal living space must be nominated with a primary outlook. The primary outlook must have direct access to the private open space provision. A combined open plan lounge, living and dining area may be treated as a single living space in terms of nominating the primary outlook. Any additional living space must have at least one external wall with a secondary outlook.
- (3) Secondary outlook is an outlook from a private space, comprising a bedroom or any living space not included as a primary outlook. At least one external wall of each bedroom must be designed to include one secondary outlook.
- (4) No outlook relates to a service space, typically comprising a kitchen, bathroom, circulation space, laundry or garage. All external walls of each service space may be designed to include no outlook. Although kitchen spaces are service in nature they may form part of living spaces and therefore gain benefit from the outlook requirements of living spaces. If a kitchen is in a separate room, it must have at least one secondary outlook. Any other external walls not required to be nominated as either a primary or secondary outlook, may be nominated as no outlook wall. An outlook space may be used more than once for external walls of different spaces.

I605.6.4.8. Jointly owned access sites

- (1) Jointly owned access sites or rights of way must not exceed 5 per cent or one site, whichever is the greater, per development block.
- (2) A jointly owned access site or right of way must not serve more than four dwellings.
- (3) I605.6.4.8(1) and (2) do not apply to rear lanes that provide secondary access to properties with road frontage.

I605.6.4.9. Energy efficiency and non-potable water supply

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to achieve a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable

method for calculating compliance with H1 of the New Zealand Building Code.

- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems; and
- (4) All new dwellings are fitted with water efficient fixtures, to a minimum 3 Star standard (under the Water Efficiency Labelling Scheme (WELS)).
- (5) The minimum sizes for rainwater tanks (or bladders) in Table I605.6.4.9.1 and Table I605.6.4.9.2 apply to detached and attached housing in all sub-precincts.

Table I605.6.4.9.1 All dwellings except apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	3000L *
4 bedroom	5000L (roof area up to 110m ²), or 3000L (roof area greater than 110m ²)
5 bedroom	5000L

* All attached houses to be 3000L max

Table I605.6.4.9.2 Apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	1000L
3 bedroom	1500L *
4 bedroom	2000L
5 bedroom	2500L

I605.6.4.10. Special height and frontage

Purpose: ensure a quality interface between buildings and key street edges to contribute to streetscape amenity and maintain passive surveillance and outlook to the street within the Catalina Sub-precinct (Sub-precinct E).

- (1) Within the Catalina Sub-precinct (Sub-precinct E) buildings fronting roads identified as types A to D on Precinct plan 5 - Catalina Sub-precinct E - special height and frontage must comply with the requirements of the special height and frontage matrix in Table I605.6.4.10.1.
- (2) On frontages where Standard I605.6.4.10(1) applies, where there is a conflict between this standard and any other standard, this standard applies.

Table I605.6.4.10.1 Special height and frontage matrix

	a	b	c	d
Street or Urban Open Space Frontage Typology	Type A Urban Street – Formal	Type B Urban Street – Informal	Type C Suburban Street	Type D Open space / Walkway
Description:	Buildings fronting Type A Urban Streets provide a more formal urban frontage. Scale and density is urban in character. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety.	Buildings fronting Type B Urban streets provide a less formal urban frontage that is also envisaged for specific open spaces proximate to a scale and density that is urban in character. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Modest private open space can be accommodated in the front yard, however setback is limited so as to retain an urban character, albeit less formal.	Buildings fronting Type C Suburban Streets provide a suburban frontage, reinforced with a generous building setback and limited building length. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Landscaping helps to reinforce the suburban character of the streets.	Buildings shall front Open Spaces and Walkways in order to provide passive surveillance, ensuring safety for park users. Buildings shall take full advantage of the amenity on offer by actively fronting open spaces and walkways. Building length is controlled to allow buildings further back to participate in the amenity on offer, and to maximise accessibility to open spaces and walkways.
1 No. of floors shall be: [refer also to note i below]	2.5 min [refer to note ii below for definition of 0.5 storey]	2 min	2 min	1 – 3 min – max
2 Threshold conditions shall be: [refer to note iii below for definition]	0.5 – 1.25m min – max	0.5 – 1.25m min - max	0 – 0.9m min – max	
3 Boundary setback: Front shall be:	0 – 2.5m min – max	0 – 3.5m min - max	2 – 5m min – max	2m min
4 Garages and carports front setback shall be:	N/A	Not between 1.5m and 5.5m	Not between 1.5m and 5.5m	Not between 1.5m and 5.5m
5 Continuous frontage required: [refer to note v below for definition]	yes for 80% of development block	no	no	no
6 Solid / void relationship:	65% solid maximum for ground floor 75% solid maximum	65% solid maximum for ground floor 75% solid maximum for	75% solid maximum	75% solid maximum

	[refer to note iv below for definition]	for upper storeys	upper storeys		
7	Max building length shall be:	N/A	60m max	50m max	75m max
8	Vehicular access on street frontage permitted:	no	yes	yes	yes (where street occurs between lot and open space)
9	Landscape treatment plan required:	yes – if front setback is greater than 0m	yes – if front setback is greater than 0m Maximum permitted paved area in the front yard is limited to driveways (no greater than the width of garage door +0.5m) plus a 1.2m wide pathway for access to the front door. The balance area must be soft landscaping.	yes Maximum permitted paved area in the front yard is limited to driveways (no greater than the width of garage door +0.5m) plus a 1.2m wide pathway for access to the front door. The balance area must be soft landscaping.	yes
10	Small Houses permitted: [refer to Note 1 in I605.6.4.7.1]	no	yes	yes	yes
i The relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is at least one dwelling unit depth. Small Houses need not comply with the storey height limits outlined above. ii The definition of 'half' (0.5) storey is a roof space that can be occupied or utilised for storage and has at least one window opening to the street elevation. iii The definition of Threshold is the height difference between street level and the ground floor level of the unit. iv Solid / void relationship is described as the percentage of openings – windows / doors within a building façade (excluding garage doors) v. The definition of continuous building frontage is a row of buildings with no more than 2m separating adjoining residential units with no driveways servicing the front.					

I605.6.4.11. Garages

Purpose: Minimise the dominance of garages as viewed from the street.

- (1) A garage door facing a street must be no greater than 50 percent of the width of the front facade of the dwelling to which the garage relates.
- (2) Garage doors must not project forward of the front facade of a dwelling.
- (3) For the avoidance of doubt these standards apply in place of any and all parts of the Residential - Mixed Housing Urban Zone standard for garages.

I605.6.4.12. Minimum dwelling size

Purpose: Dwellings are of a sufficient size to provide for the day-to-day needs of residents.

- (1) Studio dwellings must have a minimum net internal floor area of 30m².
- (2) One-bedroom dwellings must have a minimum net internal floor area of 40m².

I605.6.5. Terrace Housing and Apartment Buildings zone

- (1) The standards in the Residential - Terrace Housing and Apartment Building zone apply in the Buckley, Sunderland and Catalina sub-precincts except as specified below.

I605.6.5.1. Building height

Purpose: manage the scale of development to provide for medium-rise terrace housing and apartments.

- (1) Standard [H.6.6.5\(1\)](#) in [H6 Residential – Terrace Housing and Apartment Buildings Zone](#) does not apply in the Catalina Sub-precinct (Sub-precinct E)
- (2) Buildings in the Catalina Sub-precinct (Sub-precinct E) must not exceed 20.5m in height.

I605.6.5.2. Yards

Purpose: provide an attractive transition from the street to the front facade of the terraced housing or the apartment building.

- (1) In the Sunderland and Catalina sub-precincts the standards for front, side and rear yards set in ~~Rule~~ Standard [H6.6.9\(1\)](#) in [H6 Residential – Terrace Housing and Apartment Buildings Zone](#) do not apply, and the minimum depths in Table I605.6.5.2.1 apply.

Table I605.6.5.2.1 Yards

Yard	Minimum depth
Front (except for garages and carports)	1m
Side yard (detached dwellings and end of row terrace dwellings and apartment buildings only)	1.2m on one side only for 1 to 2 storeys and 3m on one side only for 3 or more storeys
Rear yard (apartments only)	6m for up to 2 storeys and 9m for 3 or more stories

- (2) A garage or carport facing the street must be set back at least 0.5m from the dwelling frontage.
- (3) The front of the garage or carport must not be between 1.5m and 5.5m from the front boundary of the site.

I605.6.5.3. Maximum impervious area, building coverage and landscaping

Purpose:

- manage the amount of stormwater runoff generated by a development
- enable an intensive built character for apartment buildings
- provide a good standard of on-site amenity for residents.

(1) The following standards in [H6 Residential – Terrace Housing and Apartment Buildings Zone](#) do not apply:

- (a) Standard [H6.6.10](#) maximum impervious area,
- (b) Standard [H6.6.11](#) building coverage and
- (c) Standard [H6.6.12](#) landscaped area.

(1) The maximum and minimum areas in Table I605.6.5.3.1 apply.

Table I605.6.5.3.1 Maximum impervious area, building coverage and landscaping

Maximum impervious area	Maximum building coverage	Minimum landscaped area
Apartments 100% Detached or attached housing 85% Any site not connected to stormwater 10% Riparian yard 10%	Apartments 100% Detached or attached housing 65%	Apartments 0% Detached or attached housing 15%

I605.6.5.4. Outlook space

(1) Standard [H6.6.13](#) outlook space in the Residential - Terrace Housing and Apartment Buildings Zone does not apply in the Sunderland and Catalina sub-precincts.

I605.6.5.5. Building separation

Purpose:

- ensure a reasonable standard of outlook and privacy between dwellings on adjacent sites
- maximise daylight into dwellings and outdoor living spaces
- reduce noise disturbance.

(1) Attached housing and detached housing in the Sunderland and Catalina sub-precincts must be designed so that each external wall of the building is nominated with a primary outlook, secondary outlook or no outlook.

- (2) The minimum set-backs from site boundaries are set out in Table I605.6.5.5.1 and Table I605.6.5.5.2.
- (3) The outlook area may be over streets, public open spaces, shared access sites, and private lanes and parking areas.
- (4) Any building constructed directly adjacent to the primary or secondary outlook of a small house must not exceed a maximum height of two storeys.
- (5) The nominated outlooks and setback distances in Table I605.6.5.5.1 apply as separation distances between dwellings on the same site.

Table I605.6.5.5.1 Attached housing and detached housing*

Residential Building Typologies	Housing (except small houses*)	Small Houses*
Primary Outlook*	6m min	4m min
Secondary Outlook*	3m min	2m min
No Outlook*	0m min	0m min

*Refer to Precinct plan 4: Catalina sub-precinct building separation diagram

Note:

- (1) A small house is a dwelling with a maximum of two storeys, and a maximum 100m² gross floor area (including garage), and a maximum of three bedrooms.
- (2) Primary outlook relates to a living space, typically comprising a lounge, living or dining space. At least one of the external walls of the principal living space must be nominated with a primary outlook. The primary outlook must have direct access to the private open space provision. A combined open plan lounge, living and dining area may be treated as a single living space in terms of nominating the primary outlook. Any additional living space must have at least one external wall with a secondary outlook.
- (3) Secondary outlook is an outlook from a private space, comprising a bedroom or any living space not included as a primary outlook. At least one external wall of each bedroom must be designed to include one secondary outlook.
- (4) No outlook relates to a service space, typically comprising a kitchen, bathroom, circulation space, laundry or garage. All external walls of each service space may be designed to include no outlook. Although kitchen spaces are service in nature they may form part of living spaces and therefore gain benefit from the outlook requirements of living spaces. If a kitchen is in a separate room, it must have at least one secondary outlook. Any other external walls not required to be nominated as either a primary or secondary outlook, may be nominated as no outlook wall. An

outlook space may be used more than once for external walls of different spaces.

Table I605.6.5.5.2 Apartments

Outlook	Minimum set back below 8.5m height	Minimum set back over 8.5m height
Front to front*	15m	18m
Front to side	10m	15m

*Refer to Precinct plan 4 - Catalina Sub-precinct E building separation diagram

Note 1

Front means the external face of any building or portion thereof that has a minimum habitable space facing a street or public or communal open space.

Note 2

Side means the external face of any building or portion thereof that does not have a habitable space with its primary access or window facing out.

I605.6.5.6. Fences

Purpose: provide a reasonable level of privacy for dwellings while enabling passive surveillance over the street and public open space.

- (1) Standard [H6.6.16](#) side and rear fences and walls in [H6 Residential – Terrace Housing and Apartment Buildings Zone](#) does not apply.
- (2) Fences on a road boundary, or adjoining a public open space, must not exceed 0.9m in height.
- (3) Where a dwelling is erected within 1.5m of the road boundary a fence must not be erected in the front yard.
- (4) Where there is no front fence, and a side boundary fence is to run between adjoining properties, the boundary fence must be set-back at least 1m back from the front corner of the building.
- (5) Fences on a rear boundary must not exceed 1.8m in height and where the rear boundary faces onto a lane the fence must be visually permeable across 50 per cent of the area.
- (6) Fences on a side boundary must not exceed 1.8m in height.
- (7) A combined fence and retaining wall on a front boundary must not exceed 0.9m in height.

I605.6.5.7. Energy efficiency and non-potable water supply

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to achieve-a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or communal rainwater systems.
- (4) All new buildings are fitted with water efficient fixtures, to a minimum 3 star standard (under the Water Efficiency Labelling Scheme (WELS)).
- (5) The minimum sizes for rainwater tanks (or bladders) in Table I605.6.5.7.1 and Table I605.6.5.7.2 apply to detached and attached housing and apartments in all sub-precincts.

Table I605.6.5.7.1 Detached housing and attached housing

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	3000L*
4 bedroom	5000L (roof area up to 110m ²), or 3000 L (roof area greater than 110m ²)
5 bedroom	5000L

* All attached houses to be 3000L max

Table I605.6.5.7.2 Apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	1000L
3 bedroom	1500L*
4 bedroom	2000L
5 bedroom	2500L

I605.6.5.8. Special height and frontage

Purpose: ensure a quality interface between buildings and key street edges to contribute to streetscape amenity and maintain passive surveillance and outlook to the street within the Catalina Sub-precinct (Sub-precinct E).

- (1) Within the Catalina Sub-precinct (Sub-precinct E) buildings fronting roads identified as types A to D on Precinct plan 5 - Catalina Sub-precinct E special height and frontage must comply with the requirements of Table I605.6.4.10.1 above.
- (2) On frontages where this standard applies, where there is a conflict between this standard and any other standard, this standard applies.

I605.6.5.9. Height in relation to boundary

- (1) Standard [H6.6.8](#). Height in relation to boundary adjoining lower intensity zones in [H6 Residential – Terrace Housing and Apartment Buildings Zone](#) does not apply in the Hobsonville Point Precinct.

I605.6.5.10. Outdoor living space

Purpose: provide dwellings with an outdoor living space that is useable and accessible.

- (1) Standard [H6.6.15](#) Outdoor living space in the Residential - Terraced Housing and Apartment Buildings Zone applies; except that a dwelling with the principal living room at ground level must have an outdoor living space capable of containing a delineated area measuring at least 18m² which has no dimension less than 4.5m.

I605.6.5.11. Garages

- (1) Purpose: Reduce the dominance of garages as viewed from the street.
- (2) A garage door facing a street must be no greater than 50 percent of the width of the front facade of the dwelling to which the garage relates.
- (3) Garage doors must not project forward of the front facade of a dwelling.

- (4) For the avoidance of doubt these standards apply in place of any and all standards in the Residential - Terraced Housing and Apartment Zone for garages.

I605.6.5.12. Minimum dwelling size

Purpose: dwellings are of a sufficient size to provide for the day-to day-needs of residents.

- (1) Studio dwellings must have a minimum net internal floor area of 30m².
- (2) One-bedroom dwellings must have a minimum net internal floor area of 40m².

I605.6.5.13. Daylight

- (1) Standard [H.6.6.14](#).Daylight in [H6 Residential – Terrace Housing and Apartment Buildings Zone](#) does not apply in the Hobsonville Point Precinct.

I605.6.6. Business - Mixed Use Zone

- (1) The standards in the Business - Mixed Use Zone apply in the Landing Sub-precinct (Sub-precinct F) apply except as specified below.

I605.6.6.1. Building height

Purpose:

- manage the effects of building height;
 - allow reasonable sunlight and daylight access to public open space excluding streets and nearby sites;
 - manage visual dominance;
 - allow an occupiable height component to the height limit, and an additional height for roof forms that enables design flexibility to provide variation and interest in building form when viewed from the street; and
 - enable greater height at the eastern end of the sub-precinct in an area identified as suitable for intensification.
- (1) Standard [H13.6.1](#) Building height in [H13 Business – Mixed Use Zone](#) does not apply.
- (2) Buildings must not exceed the height in metres in Table I605.6.6.1.1. Average height is based on building footprint.

Table I605.6.6.1.1 Height

Area (as shown on Precinct plans 6 and 7)	Average height for all new buildings	Maximum height for any single building
Development Area 4	N/A	27m
Development Area 3	N/A	16.5m
Development Areas 1 and 2	8m	13.5m
Building A (Fabric Bay)	N/A	8m
Building B (Seaplane Hangar)	N/A	11m
Building C (Workshops)	N/A	8m
Building D (Painting Bay)	N/A	8m
Building E (GRP Building)	N/A	11m
Building F (Sunderland Hangar)	N/A	13.5

I605.6.6.2. Yards

Purpose: to enable the creation of a vibrant waterside promenade while ensuring that buildings and outdoor seating are adequately set back from the coastal edge to maintain unobstructed pedestrian access along the waterfront.

- (1) Coastal protection yard.
 - (a) Buildings: 10m measured landwards from the top of the reclamation seawall.
 - (b) Seating/tables and decks no more than 1m in height associated with food and beverage activities in buildings: 5m.
 - (c) The coastal protection yard can be reduced in front of the existing Fabric Bay building (Building A on precinct plans 6 and 7) such that a minimum width of 2m (measured from MHWS) is provided to ensure continuous public access to the waterfront.

I605.6.6.3. Landscaping

- (1) Standard [H13.6.6](#) in [H13 Business – Mixed Use Zone](#) does not apply.

I605.6.6.4. Energy efficiency and non-potable water supply

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to achieve-a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable

method for calculating compliance with H1 of the New Zealand Building Code.

- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new buildings are fitted with water efficient fixtures, to a minimum 3 star standard (under the Water Efficiency Labelling Scheme (WELS)).

I605.6.7. Subdivision - Hobsonville Point Village, Buckley, Sunderland and Airfields sub-precincts

- (1) The subdivision standards in the Auckland wide rules apply in these sub-precincts, except that in the Residential - Terraced Housing and Apartment Buildings Zone, the minimum vacant net site area is 300m².

I605.6.8. Subdivision - Catalina Sub-precinct (Sub-precinct E)

- (1) The subdivision standards for the Catalina Sub-precinct (Sub-precinct E) are those applying to the underlying residential zones and listed in the Auckland-wide subdivision rules. In addition, the following standards apply.

I605.6.8.1. Super site subdivision

- (1) Following the super site subdivision for one or more development blocks, the first resource consent for each approved development block must provide information:
 - (a) demonstrating compliance with the relevant street height and frontage;
 - (b) demonstrating complying private outdoor living space;
 - (c) demonstrating complying solar access to outdoor living space including shadow diagrams;
 - (d) nominating outlook types – primary, secondary and no outlook; and
 - (e) showing building height, building type, access lanes, parking, site services.

I605.6.8.2. Vacant lot subdivision

- (1) Any application for a vacant lot subdivision with a site of less than 450m², must include a plan showing a building envelope that complies with the standards.

I605.6.9. Subdivision - Landing Sub-precinct (Sub-precinct F)

- (1) The subdivision standards for the Landing Sub-precinct (Sub-precinct F) are those applying to the underlying Business – Mixed use zones and listed in the Auckland-wide subdivision rules. In addition, the following standards apply.

I605.6.9.1. Esplanade reserves

- (1) Where any subdivision involving the creation of sites less than 4ha, is proposed of land adjoining the mean high water springs, the application plan and the subsequent Land Transfer plan, must provide for a minimum esplanade or esplanade strip in accordance with section 230 of the Resource Management Act 1991, to be measured as follows and as indicatively illustrated on Precinct plan 6.
 - (a) Between MHWS and the Fabric Bay building: 2m.
 - (b) Elsewhere: 5m unobstructed measured landwards from the top of the existing reclamation seawall so that there is 5m width of flat pedestrian-usable land.
- (2) Any esplanade reserve or esplanade strip must be measured in a landward direction at 90 degrees to mean high water springs.
- (3) Any reduction in width or any request to waive the esplanade reserve or esplanade strip requirement is a discretionary activity.
- (4) The provision of an esplanade strip rather than an esplanade reserve no less than 5m wide is a discretionary activity.

I605.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I605.8. Assessment – restricted discretionary activities

I605.8.1. Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay zone, Auckland-wide provisions:

- (1) Restaurants and cafes up to 200m² gross floor area per site, retail, offices, commercial services, educational facilities, healthcare facilities:
 - (a) design, location and integration; and
 - (b) consistency with an approved comprehensive development plan where relevant.
- (2) Alterations and additions to buildings:
 - (a) design, location and integration.
- (3) New buildings:
 - (a) design, location and integration.
- (4) Subdivision:

- (a) design, location and integration;
 - (b) Infrastructure; and
 - (c) transport.
- (5) All subdivision and development:
- (a) sub-precinct specific criteria to the extent that:
 - (i) they are relevant to the location and scale of the development;
 - (ii) the criteria remain relevant given development already implemented;
 - (iii) consistency with the integrated catchment management plan and granted network discharge consent (or variation thereto); and
 - (iv) consistency with an approved Comprehensive Development plan (where relevant).
- (6) In addition to the above, for the Landing Sub-precinct (Sub-precinct F), consistency with policies and objectives.

I605.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, zone, and Auckland-wide provisions.

Development may differ from the precinct plans, where it is demonstrated that a different approach will result in a better quality outcome for the community, or where it is necessary to integrate with authorised development on land outside the precinct that was not anticipated at the time the design guideline and plans were prepared.

I605.8.2.1. Design location and integration

- (1) All activities should implement and generally be consistent with precinct plans 1, 2, 6 and 7.
- (2) redevelopment, additions and alterations to buildings should complement the existing character, form and appearance of development and have regard to:
 - (a) the heritage values of the Hobsonville Point Precinct;
 - (b) the architectural and heritage elements of the building which contribute to its character, such as cladding and fenestration;
 - (c) the visual appearance of the development from the road and reserves; and
 - (d) amenity values and neighbourhood character.

- (3) The design of buildings, driveways, parking and other development should complement the character of existing buildings and development, features and uses of adjoining land.
- (4) Landscape treatment should maintain and enhance the natural landscape character of adjoining land, the coast margin and views into the land from the Waitemata Harbour.
- (5) Buildings, driveways, parking and other development should be of suitable size, location and scale to accommodate the proposed activity.
- (6) Retail serving the local neighbourhood should be designed, developed and operated to:
 - (a) be easily accessible by walking, cycling and car;
 - (b) provide adequate cycle parking and infrastructure
 - (c) have an attractive street frontage, with buildings located on the street frontage providing generous display space, serve the local neighbourhoods rather than a wider area, recognising that the local centre within the Hobsonville Corridor Precinct is the focus for future retail and commercial development in the Hobsonville area.
- (7) Building design themes should achieve:
 - (a) a community that models sustainability, particularly the principles of passive solar design and walkable neighbourhoods;
 - (b) a character and appearance that will ensure a high standard of amenity values;
 - (c) a design that avoids conflicts between activities within the relevant precinct and between that precinct and other precincts;
 - (d) maintenance and enhancement of existing airbase houses, hangers and other ex-airforce buildings through comprehensive development planning and heritage management plans;
 - (e) enhancement of existing airbase houses, hangers and other ex-airforce buildings that provides design integration with the intended surrounding development;
 - (f) a consistent and attractive streetscape character;
 - (g) variations in building footprints, form and style;
 - (h) articulation of any building facades which are visible from roads;
 - (i) access by windows of habitable rooms to sunlight, daylight and outlook;

- (j) permeable fencing, except where residential activities need clear separation from non-residential activities; and
 - (k) incorporation of existing views and natural features around the sub-precincts, including the natural landscape qualities of the environment adjacent to the coastal esplanade reserve.
- (8) A comprehensive landscape theme should ensure that potential adverse effects of development are avoided, remedied or mitigated and that a high standard of amenity is achieved consistent with the overall existing or introduced environmental context.

I605.8.2.2. Sunderland Sub-precinct (Sub-precinct C)

- (1) High-quality landscape treatments should be achieved for the Catalina Green and adjacent streets.
- (2) Design and orientation of buildings located south of Hudson Bay Road should accommodate mixed use activities, avoiding more than minor adverse effects in respect of noise, odour and visual amenity for activities located within the Airfields Sub-precinct (Sub-precinct D).
- (3) A design theme should be established for the entire sub-precinct which reflects an inter-war air force theme.
- (4) Offices, a neighbourhood retail centre and education activities should be provided.
- (5) Adequate cycle parking and infrastructure should be provided.

I605.8.2.3. Buckley Sub-precinct (Sub-precinct B)

- (1) The design and operation of schools should meet the criteria in I605.8.2.1(2) above.
- (2) A neighbourhood retail centre south of the intersection of Squadron Drive and Buckley Avenue should provide an attractive gateway to the community and to meet the criteria in I605.8.2.1(1) above.

I605.8.2.4. Hobsonville Point Village Sub-precinct (Sub-precinct A)

- (1) Provision should be made for retail activities to serve the local neighbourhoods, rather than a wider area, recognising that the local centre within the Hobsonville Corridor Precinct is the focus for future retail and commercial development in the Hobsonville area.

I605.8.2.5. Airfields Sub-precinct (Sub-precinct D)

- (1) Provision should be made for:
 - (a) open space sufficient to service the residential development in the sub-precinct;

- (b) proposed park and ride, office or warehousing activities servicing marine activities in adjacent sub-precincts; and
- (c) the retention, and adaptive re-use, of the hanger building.

I605.8.2.6. Catalina Sub-precinct (Sub-precinct E)

- (1) Development should be in general accordance with:
 - (i) the design guidelines for the Catalina Sub-precinct (Sub-precinct E) in Appendix 1;
 - (ii) Precinct plan 3 - Catalina Sub-precinct E, where this is relevant to the scale of the development; and
 - (iii) the Hobsonville Point Precinct and Catalina Sub-precinct (Sub-precinct E) policy, where relevant to the scale and type of development;

Note: development may differ from the design guidelines and precinct plans, where it is demonstrated that a different approach will result in a better quality outcome for the community, or where it is necessary to integrate with authorised development on land outside the precinct that was not anticipated at the time the design guideline and plans were prepared.

- (2) The extent to which the development complies with the design assessment report of the Hobsonville Design Review Panel.
- (3) Development should be within a density range of between 40 to 150 dwellings per hectare net (excluding land used for public roads, public open space or any other land used for a non-residential activity).

I605.8.2.7. Landing Sub-precinct (Sub-precinct F)

- (1) Design and Integration
 - (a) The extent to which development is in general accordance with:
 - (i) precinct plans 1, 2, 6 and 7 to the extent the respective plans are relevant to the scale of the development
 - (ii) the Hobsonville Point Precinct objectives and policies, where relevant to the scale and type of development.
 - (b) The extent to which development within The Landing sub-precinct:
 - (i) Demonstrates a coherent overall design the creates an attractive urban node with a strong sense of place that incorporates, but is not limited to, the site's distinctive heritage
 - (ii) Respects the area's cultural and spiritual significance
 - (iii) Respects the history and heritage features of the former seaplane and flying boat base
 - (iv) Ensures new buildings complement, but do not replicate, the heritage buildings through attention to the characteristics of the

heritage buildings

- (v) Maintains the underlying plane of the concrete apron
 - (vi) Maintains the integrity of the vegetated escarpment as a legible inland backdrop
 - (vii) Establishes a public open space, open to the harbour, in front of the Sunderland Hangar
 - (viii) Establishes a minimum 10m wide coastal protection yard around the coastal perimeter of the apron, including a minimum 5m wide esplanade reserve, supported by active frontages facing the harbour
 - (ix) Establishes a spatial and circulation hierarchy including main streets in front of the heritage buildings, the perimeter esplanade, and intimate secondary lanes
 - (x) Prioritises pedestrian circulation ahead of vehicles
 - (xi) Establishes attractive and fine-grained pedestrian circulation that is aligned with heritage frontages, and with views to the harbour
 - (xii) Establishes buildings with active frontages at street level, and high quality architectural design that emphasises human presence.
 - (xiii) Incorporates car parking within buildings in a way that does not compromise active and transparent frontages, minimises circulation by cars within The Landing, and screens the cars
 - (xiv) Provides an efficient, legible and attractive transfer between buses and the ferry
 - (xv) Is accessible and satisfies CPTED (crime prevention through environmental design) principles such as those published by the N.Z Department of Justice
 - (xvi) Provides for treatment of stormwater runoff without compromising the otherwise flat plane of the apron
- (c) For alterations or extensions to the heritage character buildings identified on Precinct Plan 7, the extent to which such works:
- (i) Maintains or enhances heritage character
 - (ii) Is in accordance with good practice conservation principles and methods
 - (iii) Is based on an understanding of the heritage character values of the building, informed by a Heritage Assessment
- (d) The extent to which development in Development Areas 1-3 (the apron in front of the hangars):
- (i) Conveys a different, but complementary, appearance from the heritage buildings so that the heritage buildings are discernible as

a distinct group

- (ii) Have a light appearance, in contrast to the more solid appearance of the heritage buildings, and are designed to be seen from all four sides ('in the round')
 - (iii) Are aligned with the grid and frontages established by the heritage buildings
 - (iv) Include gaps to frame views of the heritage buildings and backdrop escarpment from within the Landing and from the harbour – having particular regard to the view shafts depicted on Precinct Plan 7
 - (v) Have a fine grain appearance (for instance modules in the order of 15m – 25m) that reflects the smaller heritage buildings and is subservient to the two hangars
 - (vi) Are of such height as to maintain legibility of the Seaplane Hangar from the harbour (to avoid doubt, this does not mean that universal views are required of the hangar, but that there is sufficient visibility of such elements as the parapet and doors that the hangar's form is readily understood from a reasonable range of places on the harbour)
- (e) The extent to which any building in Development Area 4:
- (i) Has exceptional design quality suitable for this landmark location
 - (ii) Is designed to be seen from all four sides (with the exception of those frontages otherwise concealed below the escarpment or by the Sunderland Hangar) including views from Harrier Point Park
 - (iii) Continues the frontage line established by the Sunderland Hangar
 - (iv) Maintains north-east views from Harrier Point Park to the escarpment in the vicinity of trig A5W8 and along Oruamo (Hellyers Creek)
 - (v) Establishes an appropriate scale relationship with the Sunderland Hangar so that a new building does not overwhelm or detract from the prominence of the hangar. Aspects that may help achieve an appropriate scale relationship include:
 - A podium that is similar to (or lower than) the height of the Sunderland Hangar door (approximately 10.6m)
 - Separation between the buildings
 - A finely modulated and articulated façade in contrast to the simple form of the Sunderland Hangar
 - Complementary proportions between a new building and the Sunderland Hangar

- Other design measures that reduce the apparent bulkiness of a new building or otherwise serve to establish and appropriate scale relationship with the Sunderland Hangar
- (f) The extent to which it is demonstrated that any proposal that differs from the sub-precinct plans will result in a better quality outcome for the Hobsonville Point community.
- (g) The extent to which the location and scale of new buildings would adversely affect the amenity value of the adjoining coastal environment, including views of the site from the harbour and over the site to the harbour as identified on Precinct plan 7.
- (h) New buildings should be located in a way which maintain or enhance the views identified on Precinct plan 7.
- (i) Parking areas should be located in order of preference; within buildings, to the rear of buildings or separated from the street frontage by uses that activate the street. Visible, surface parking should be avoided.
- (j) Shared pedestrian and vehicle access is appropriate for pedestrian connections / lanes and the identified internal vehicle circulation route within the site. The shared access should prioritise pedestrian movement.
- (k) Pedestrian access should be maintained through the sub-precinct from the Launch Road staircase to the entrance of the Hobsonville ferry terminal.
- (l) Space for bus access and circulation facilities should be provided for within the sub-precinct.
- (m) Development or subdivision should not compromise the continued safe and efficient operation of bus movements and public access to and from the Hobsonville ferry terminal.
- (n) Provisions should be made for stormwater treatment in a way that does not detract from the unifying flat plane of the apron.
- (o) Open spaces and pedestrian connections should be designed to be visually attractive and positively contribute to the streetscape and sense of place.
- (p) Publicly accessible open spaces and pedestrian connections should be designed and managed to be accessible to people of all ages and abilities.
- (q) Where provided, landscaping should:
- (i) integrate the development into the surrounding area and complement the existing natural landscape character, including the natural character of the coast.
 - (ii) maintain the personal safety of people and enhance pedestrian comfort
 - (iii) be designed for on-going ease of maintenance.
- (r) Building platforms, parking areas and vehicle entrances should be located and designed to respond to and integrate with existing

landscape features and site orientation.

- (s) Where earthworks or retaining walls are required, they should be incorporated as a positive landscape or site feature by:
 - (i) integrating retaining walls as part of the building design
 - (ii) stepping and landscaping earthworks or retaining walls over 1m in height, to avoid dominance or overshadowing effects.
 - (t) Retention of mature trees on the vegetated escarpment is encouraged where their size, location or species makes a significant contribution to the existing landscape character of the site.
 - (u) Any proposed vegetation removal should be off-set by the provision of new native vegetation to ensure no overall net loss of on-site vegetation.
 - (v) Development should maintain the amenity values of the coastal environment and natural landscape of the area.
 - (w) The design of new buildings situated between the ferry terminal and the bus stop location identified on Precinct Plan 6 should facilitate a safe and convenient pedestrian route between the ferry terminal and bus stop location which provides a form of rain shelter.
- (2) Design assessment
- (a) The extent to which the development complies with the design assessment report of the Hobsonville Design Review Panel.

I605.8.2.8. Transport

- (1) Development should be designed to integrate land uses with transport systems through an integrated transport assessment methodology for major trip generating activities and this should include provision for public transport within the precinct, between precincts, and beyond the Hobsonville Point precinct.
- (2) the council, Auckland Transport and New Zealand Transport Agency should be consulted.
- (3) A design theme for streets and public lanes should ensure well-connected, attractive and safe transport routes, with appropriate provision for:
 - (a) pedestrian, cycle and vehicle movements;
 - (b) car parking;
 - (c) infrastructure services; and
 - (d) street tree planting and landscape treatment consistent with the overall existing or introduced environmental context.
- (4) The local road network should provide a highly inter-connected roading system so as to reduce trip distances and to improve local accessibility to

community facilities, reserves, public transport facilities and retail activities.

- (5) Provision should be made for public transport, including public transport facilities.
- (6) Traffic generation from proposed activities should not create adverse effects on the:
 - (a) capacity of roads giving access to the site;
 - (b) safety of road users including cyclists and pedestrians;
 - (c) sustainability of the primary road network; activity and capacity; and
 - (d) neighbourhood character.
- (7) Provision should be made for a pedestrian and cyclist network throughout the precinct, and linked to adjoining precincts including the Hobsonville village town centre, and beyond Hobsonville.

I605.8.2.9. Infrastructure

- (1) Roads should create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.
- (2) The street lighting theme should be consistent with wider Hobsonville air base precinct and with the overall existing or introduced environmental context.
- (3) The design of streets and public lanes should conserve land and encourages walkability by:
 - (a) using minimal dimensions for carriageways; and
 - (b) integrating service lines beneath footpaths or car parking bays.
- (4) Infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.
- (5) Infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment of water systems.
- (6) An integrated approach to stormwater management should be adopted for stormwater mitigation, with the emphasis being on water reuse and water sensitive design the reduction of stormwater generated from sites through reuse and an increase of permeable areas.
- (7) Consistency with the integrated catchment management plan and relevant network discharge consent.

(8) *[deleted]*

(9) Stormwater retention and treatment facilities are to be designed to retain in-stream ecological values and added additional habitat where possible.

(10) Development should retain, enhance and provide protection for riparian margins, coastal edges and esplanade reserves.

(11) Public open spaces should be provided and developed so that they are:

(a) readily visible and accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;

(b) located to provide visual relief, particularly in intensively developed areas;

(c) integrated with surrounding development;

(d) sized and developed according to community and neighbourhood needs;

(e) consistent with any current and/or proposed council parks strategy; and

(f) easy to maintain.

(12) The coastal walkway and all other walkways should be designed to be:

(a) suitable and safe for regular pedestrian use;

(b) easily visible and accessible;

(c) located seaward of adjoining development; and

(d) linked to the public walkway and cycleway network.

I605.9. Special information requirements

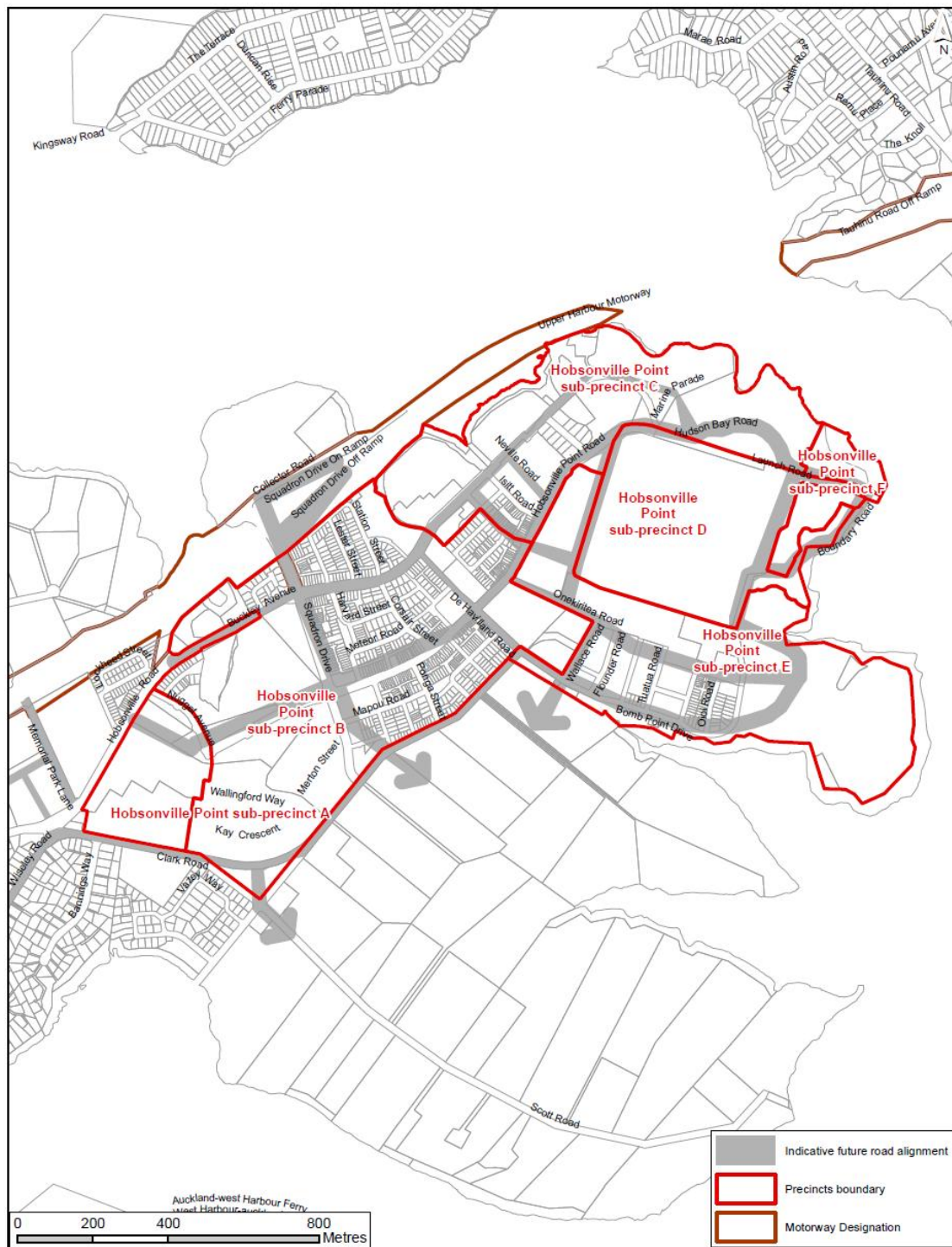
(1) The special information requirements in the underlying zone and Auckland-wide provisions apply in this precinct. In addition, the following information requirements apply.

(2) A resource consent application for any development must include a design assessment report from the Hobsonville Design Review Panel.

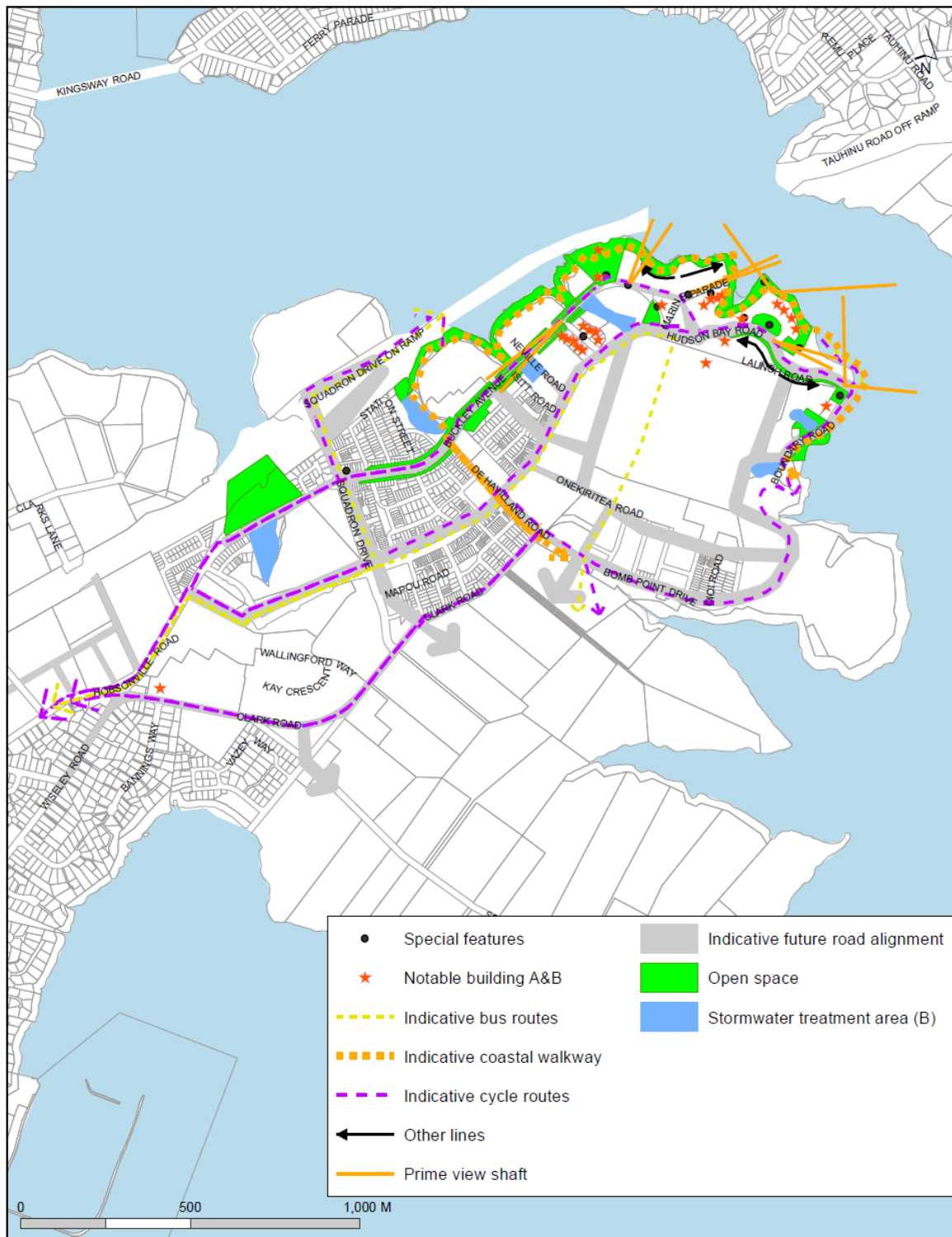
(3) Applications for dwellings in Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) must include shadow diagrams demonstrating compliance with standard I605.6.4.5(2).

I605.10. Precinct plans

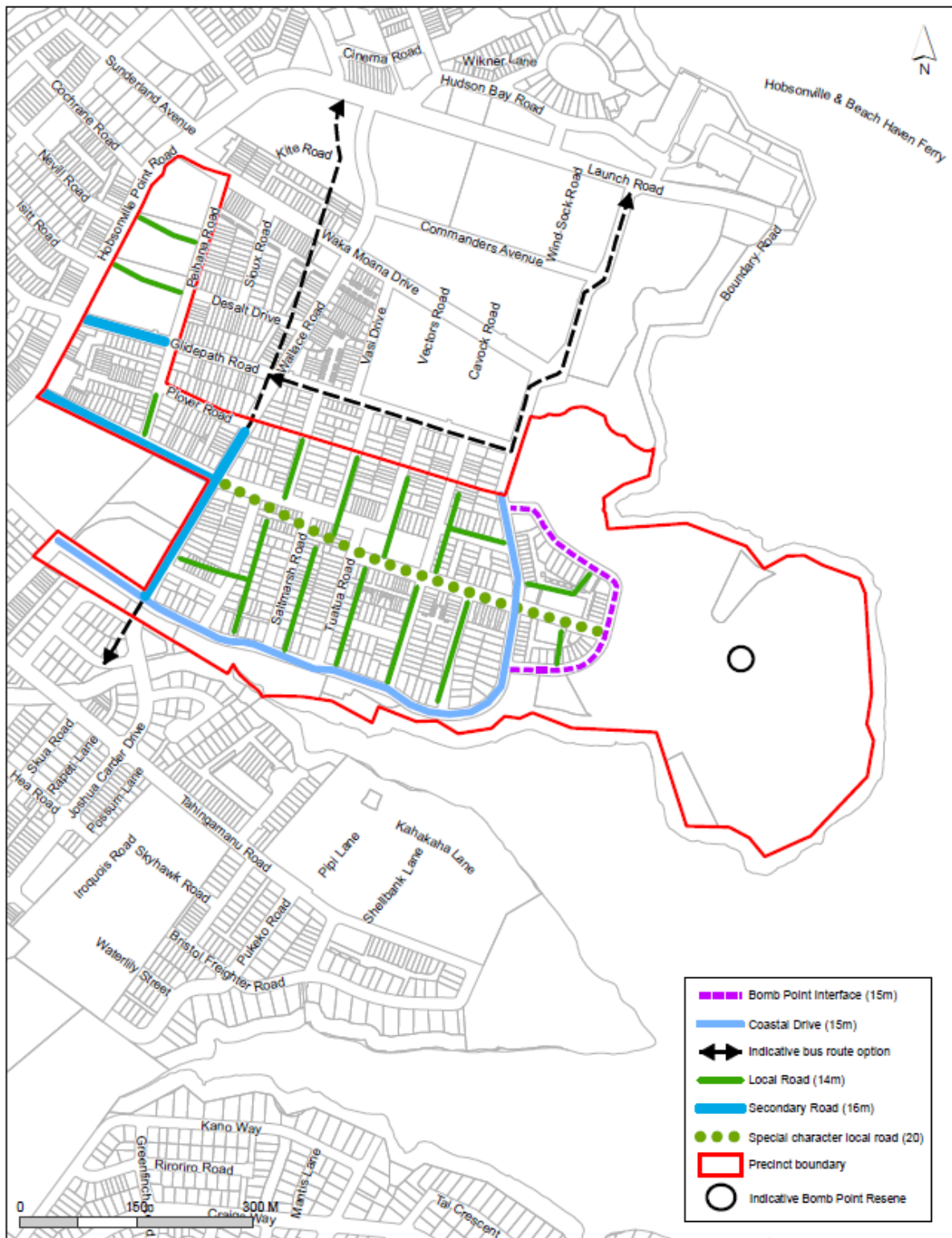
I605.10.1. Hobsonville Point: Precinct plan 1 - Hobsonville Point precinct plan



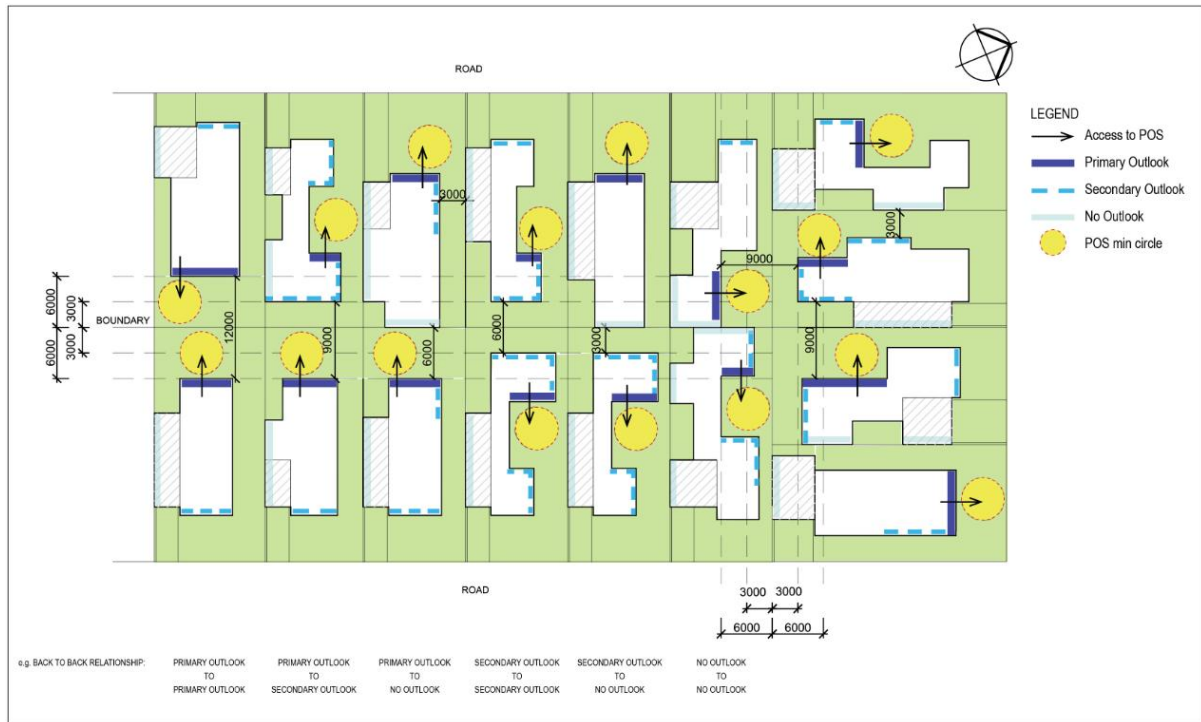
1605.10.2. Hobsonville Point: Precinct plan 2 - Hobsonville Point features plan



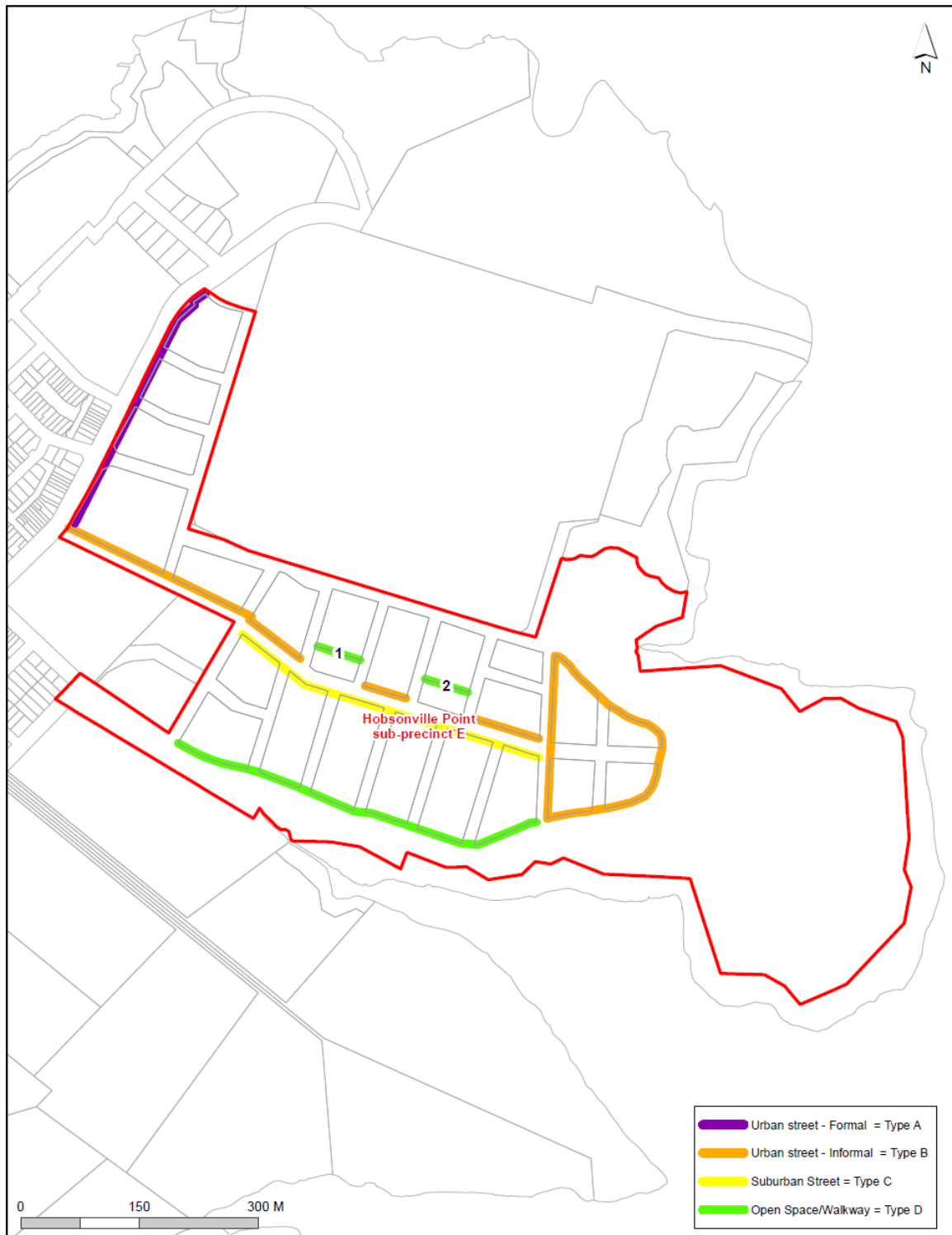
I605.10.3. Hobsonville Point: Precinct plan 3 - Catalina Sub-precinct E



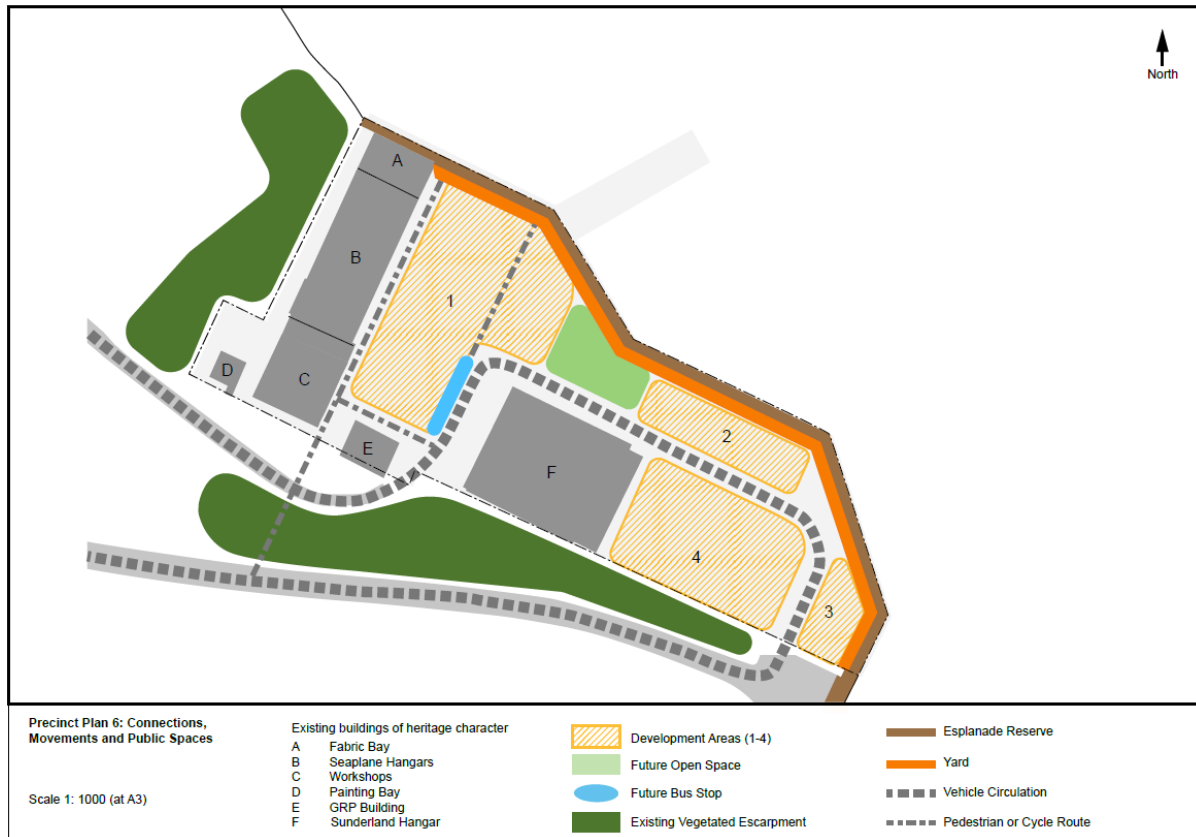
I605.10.4. Hobsonville Point: Precinct plan 4 - Catalina Sub-precinct E - building separation diagram



I605.10.5 Hobsonville Point: Precinct plan 5 - Catalina Sub-precinct E special height and frontage



I605.10.6 Hobsonville Point: Precinct plan 6 - Landing Sub-precinct F connections, movement and public spaces plan



I605.10.7 Hobsonville Point: Precinct plan 7 - Landing Sub-precinct F buildings and views plan



I609. Penihana North Precinct

I609.1. Precinct description

The Penihana North Precinct is located south of the Swanson Railway Station, adjacent to the Rural Urban Boundary (RUB) and Waitakere Ranges Heritage Area, and is approximately 22.5 ha in area. The precinct and three sub-precincts (A, B and C) provide for the residential expansion of Swanson Village.

Most of the residential development within the precinct is provided for in Sub-precinct C near the Swanson Railway Station and Swanson Local Centre. The precinct provides for a transition from urban built character in Sub-Precinct C to ~~single house development on higher ground in~~ sub-precincts A and B located adjacent to the rural landscapes of the Waitakere Ranges Heritage Area.

The precinct provides a framework for the subdivision and development of the area. There are specific subdivision design criteria which require the consideration of design elements identified in the Penihana North Precinct plans. The focus of these criteria is on movement of pedestrians, cyclists and vehicles, block size and site type, design of roads and design of reserves. Specific roadscape designs are required where sub-precincts B and C adjoin Christian Road to acknowledge the rural amenity of this road.

The underlying zoning of land within this precinct is Residential – Mixed Housing Urban, ~~and Residential – Single House Zone, Residential – Large Lot Zone~~ Terraced Housing and Apartment Buildings Zone.

I609.2. Objectives

- (1) A quality residential neighbourhood is established in Penihana North with a range of site sizes and house types within walking distance to the Swanson Railway Station and Swanson Local Centre.
- (2) Residential density ~~reduces~~ in the southern part of Penihana North is sympathetic to the adjoining Waitakere Ranges Heritage Area and mitigates the effects of urban development on the adjoining land. ~~Waitakere Ranges Heritage Area.~~
- (3) Land use and transport (pedestrian, cycle and road) linkages are integrated within Penihana North and connected to the Swanson Railway Station and the Swanson Local Centre.
- (4) The identified vegetation areas of Penihana North are protected and enhanced.
- (5) Development is consistent with the Penihana North Precinct plans.
- (6) Development and subdivision within the precinct facilitates a transport network that:
 - (a) integrates with, and avoids adverse effects on the safety and efficiency of, the transport network of the surrounding area, including any upgrades to the surrounding network;

- (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles; and
- (c) is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I609.3. Policies

- (1) ~~[Deleted] Provide for dwellings within Sub-precinct C that have a height of predominantly two storeys and comprise a variety of detached and attached housing types.~~
- (2) Provide for pedestrian, cycle and road linkages particularly to the Swanson Railway Station, Swanson Local Centre and open space network.
- (3) Encourage a transition in residential density that reduces in the southern part of Penihana North Precinct where development adjoins the foothills of the Waitakere Ranges Heritage Area.
- (4) Require development along Christian Road to align with the rural character of land in the Waitakere Ranges Heritage Area Overlay.
- (5) Protect and enhance the Blewitt Gully Stream and Waimoko Stream and their riparian margins.
- (6) Protect and enhance the regenerating native vegetation located alongside Christian Road, identified in Penihana North: Precinct plan 1.
- (7) Require subdivision and development within the precinct to provide for a transport network that:
 - (a) as a minimum, is in accordance with the transport network elements shown on the Penihana North Precinct plans;
 - (b) support safe and efficient movement of pedestrians, cyclists, public transport and vehicles; and
 - (c) is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I609.4. Activity table

The zone, overlay and Auckland-wide provisions apply in this precinct unless otherwise specified below.

Table I609.4.1 specifies the activity status of land use, development and subdivision activities in the Penihana North Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I609.4.1 Activity table

Activity		Activity status		
		Sub-precinct A	Sub-precinct B	Sub-precinct C
Use				
Accommodation				
(A1)	Dwellings	P	P	P
Development				
(A2)	Buildings complying with Standard I609.6.1	NA	NA	P
(A3)	Buildings fronting onto Christian Road complying with Standard I609.6.2	NA	P	P
(A4)	[Deleted] Buildings complying with standards I609.6.3 and I609.6.4	P	NA	NA
Subdivision				
(A5)	[Deleted] Subdivision creating sites with access onto Christian Road	[Deleted] NA	[Deleted] NA	[Deleted] NA
(A6)	[Deleted] Subdivision creating sites with minimum site size of 600m² complying with Standard I609.6.5	[Deleted] NA	[Deleted] RD	[Deleted] NA
(A7)	[Deleted] Subdivision creating sites with minimum site size of 1,200m² complying with Standard I609.6.5	[Deleted] RD	[Deleted] NA	[Deleted] NA
(A8)	[Deleted] Subdivision creating sites with minimum site size of 2,000m² for greenfield purpose and complying with Standard I609.6.5	[Deleted] NA	[Deleted] NA	[Deleted] RD
(A9)	[Deleted] Subdivision creating sites not complying with the minimum site size of 2,000m²	[Deleted] NG	[Deleted] NA	[Deleted] NA
(A10)	Subdivision not complying with Standard I609.6.5	D	D	D

I609.5. Notification

- (1) Any application for resource consent for an activity listed in Table I609.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

I609.6. Standards

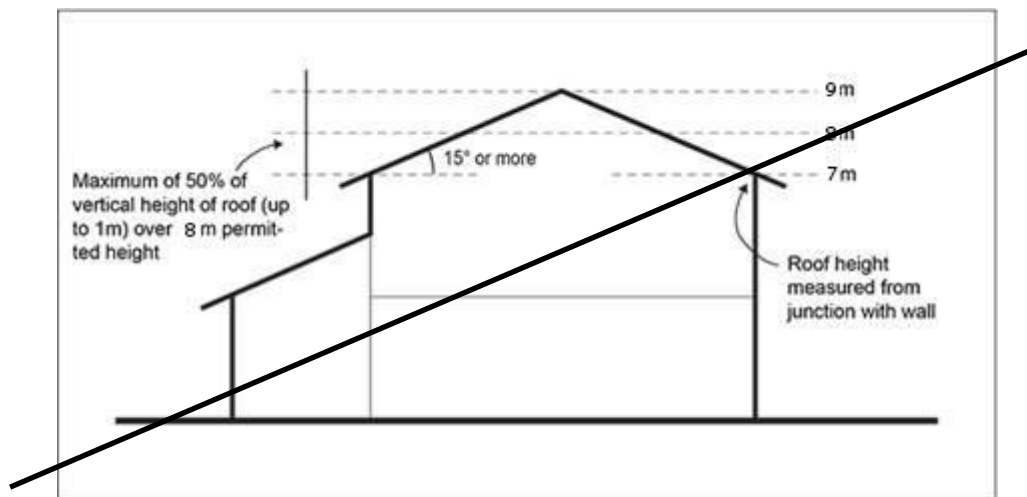
The Auckland-wide and underlying zone standards apply in this precinct, unless otherwise specified below.

All activities listed as permitted in Table I609.4.1 must comply with the following standards.

I609.6.1. ~~[Deleted] Building height in Sub-precinct C~~

- (1) ~~Building must not exceed 8m in height except that 50 per cent of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more.~~

Figure I609.6.1.1 Building height in Sub-Precinct C



I609.6.2. Minimum setback requirement to Christian Road

- (1) Sites fronting onto Christian Road must be located at least 6m from the boundary adjoining Christian Road.

I609.6.3. ~~[Deleted] Maximum impervious area in Sub-precinct A~~

- (1) ~~The maximum impervious area is 15 per cent of net site area if the site is not connected to a reticulated stormwater system.~~

- (2) ~~The maximum impervious area is 60 per cent of net site area if the site is connected to a reticulated stormwater system and Standard [H1.6.6.\(1\)](#) Maximum impervious area does not apply.~~

I609.6.4. ~~[Deleted] Maximum building coverage in Sub-precinct A~~

- (1) ~~The maximum building coverage is 35 per cent of net site area and Standard [H1.6.7](#) Building coverage does not apply.~~

I609.6.5. Subdivision

- (1) Subdivision must be carried out in general accordance with Penihana North: Precinct plan 1.
- (2) ~~[Deleted] The minimum net site area for subdivision in Sub-precinct A is 4,200m².~~
- (3) ~~[Deleted] The minimum net site area in Sub-precinct C is 2,000m² where the subdivision is for greenfield purpose.~~
- (4) ~~[Deleted] Where the site for subdivision is located across two sub-precincts, the minimum net site area standard for subdivision relating to the majority of the site applies provided that no new site created will have a net site area greater than 2,000m².~~
- (5) Subdivision involving sites fronting Christian Road:
- (a) the minimum width of a proposed site must be greater than 20m; and
 - (b) the proposed site must not rely on Christian Road for driveway access.
- (6) Subdivision must not occur within the Identified Vegetation Area as set out in Penihana North: Precinct plan 1.

I609.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I609.8. Assessment – restricted discretionary activities

I609.8.1. Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the Auckland wide or zone provisions.

- (1) Subdivision:
- (a) the design, location, construction and alignment of driveways and roads and pedestrian linkages;
 - (b) avoidance of flooding on or downstream of the site;
 - (c) the provision of landscape treatment;
 - (d) protection of natural features;

- (e) the location, design and construction of infrastructure;
- (f) density of the proposed subdivision;
- (g) roading, pedestrian and cycle network layout and connections;
- (h) layout, scale and shape of blocks and lots; and
- (i) design, location and positioning of reserves and linkages between reserves and their surrounds.

I609.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the Auckland wide or zone provisions.

(1) Subdivision:

- (a) the extent to which the proposed subdivision is in general accordance with the Penihana North: Precinct plan 1. When assessing application refers to Penihana North: Precinct plans 2 - 6 for guidance.
- (b) the extent to which the design of sites and roads support the integration of land use and transport to the Swanson Railway Station and the Swanson Local Centre;
- (c) the extent to which the proposed subdivision maximises secondary roading connections and provides convenient access to Swanson Railway Station;
- (d) the extent to which the proposed road and indicative road network provide for a connected transport network that supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles;
- (e) whether pedestrian network is provided to the roads, reserves and linkages to the railway crossing as identified in Penihana North: Precinct plan 1;
- (f) whether proposed sites meet the objectives and policies of the underlying zone;
- (g) whether the proposed subdivision provides for a lot layout that differs in density by accommodating smaller lots or blocks to enable future terraced housing or other forms of comprehensive development closer to the railway station;
- (h) whether sites created in Sub-precinct B have access to a road or access lot that avoids where practicable proposed sites backing onto the open space reserve;

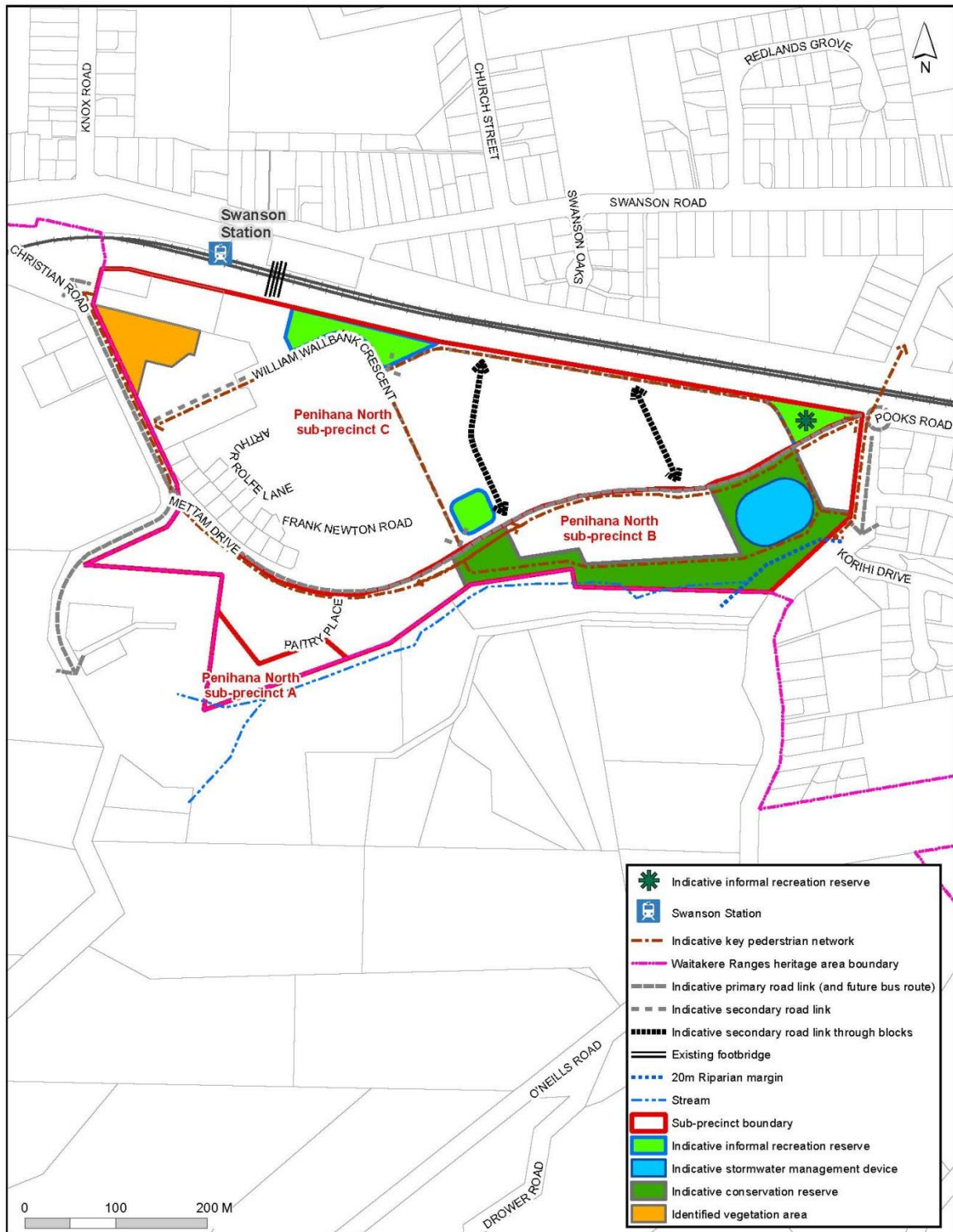
- (i) whether proposed sites with road frontage to Christian Road minimise individual vehicle access to Christian Road;
- (j) whether the layout and shape of proposed sites with frontage to Christian Road provide sufficient width and depth to enable a building platform located to meet the minimum road frontage requirement to Christian Road;
- (k) the extent to which the character and physical form of the secondary road along the railway edge identified on Penihana North: Precinct plan 1 includes landscape planting that complements the pedestrian and cycle network in the area;
- (l) whether the proposed subdivision reinforces the character and physical form of Christian Road being located along the rural edge and providing a transition between areas of rural and urban character;
- (m) whether the informal recreation reserve identified in Penihana North: Precinct plan 1 is designed and located opposite to and aligns with the edges of the conservation reserve including its riparian vegetation;
- (n) whether the proposed subdivision enables views to the Waitakere Ranges foothills from the conservation reserve and secondary road as identified in Penihana North: Precinct plan 1; and
- (o) whether the conservation and informal recreation reserves are designed to adjoin roads or front onto dwellings and associated access lots.

I609.9. Special information requirements

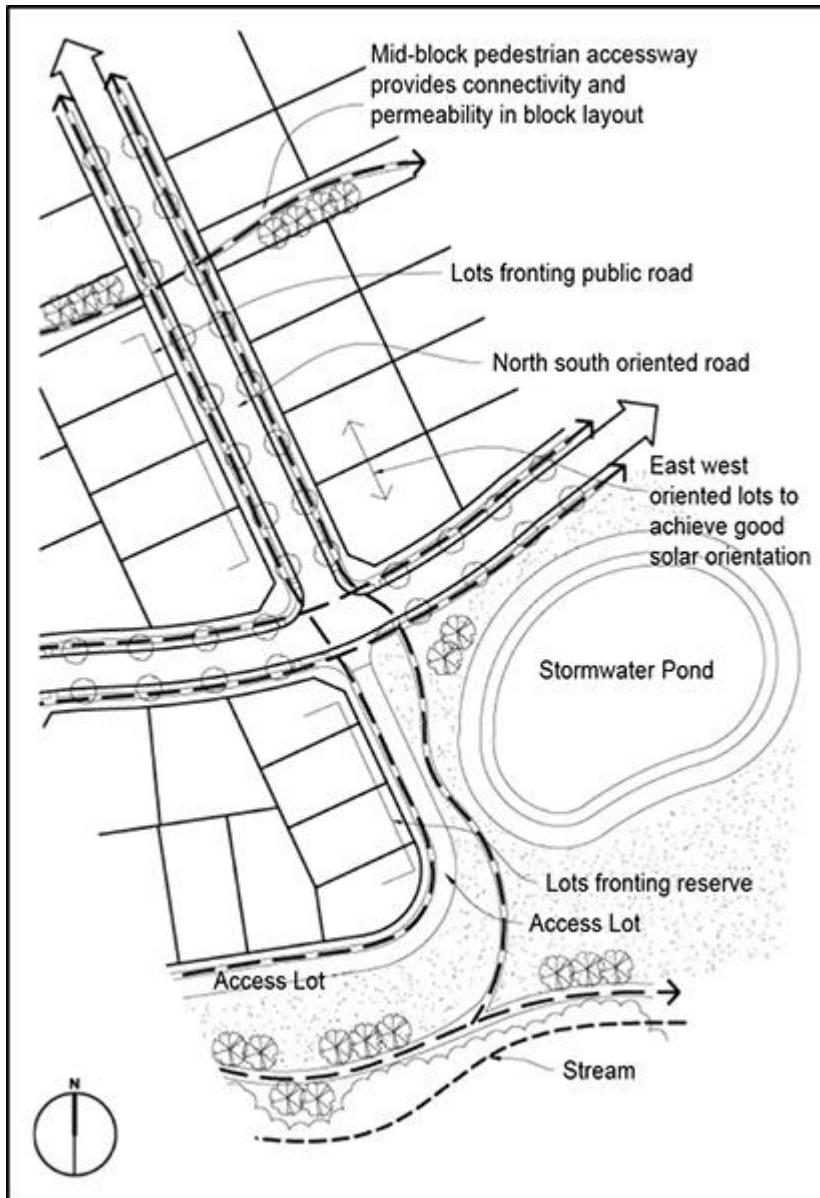
There are no special information requirements in this precinct.

I609.10. Precinct plans

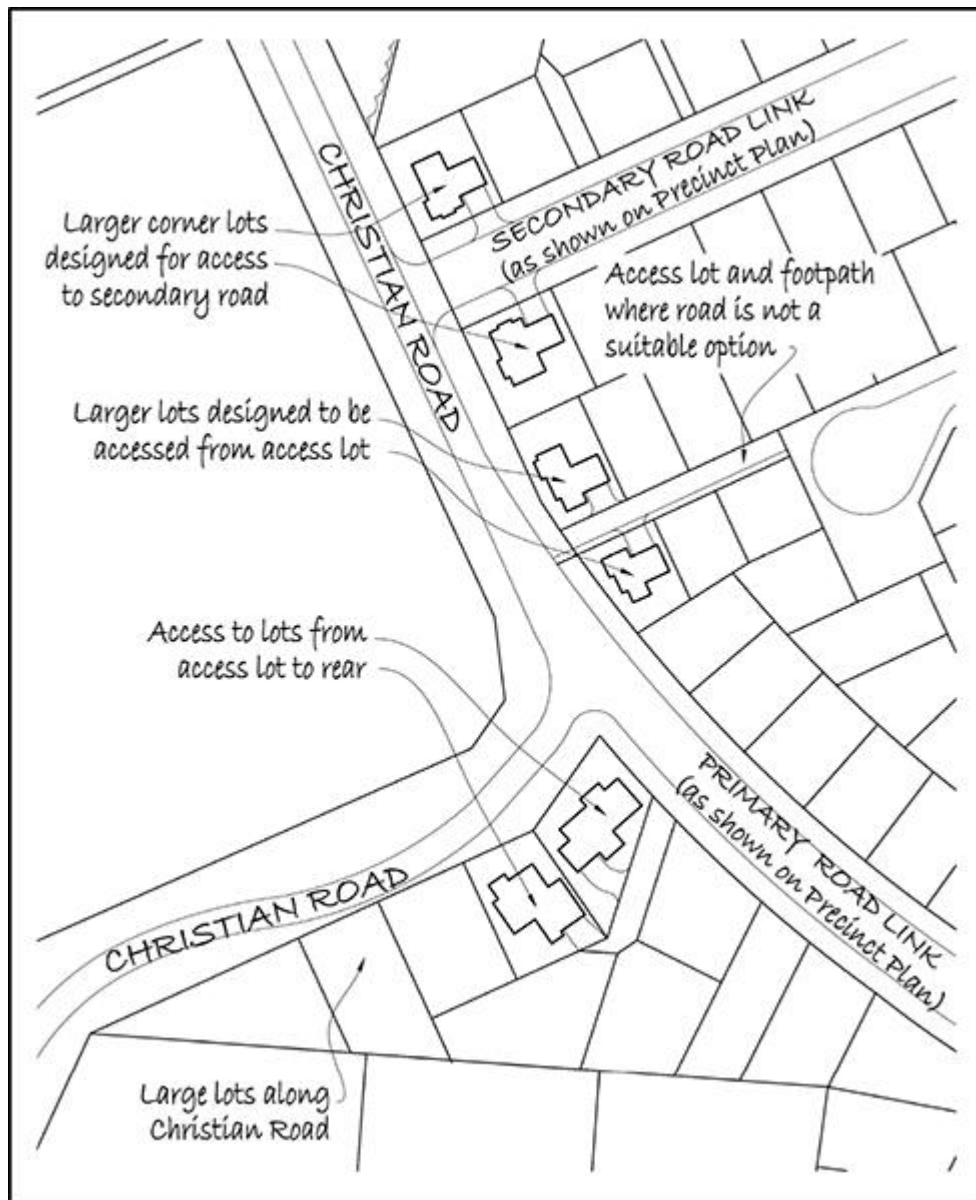
I609.10.1. Penihana North: Precinct plan 1



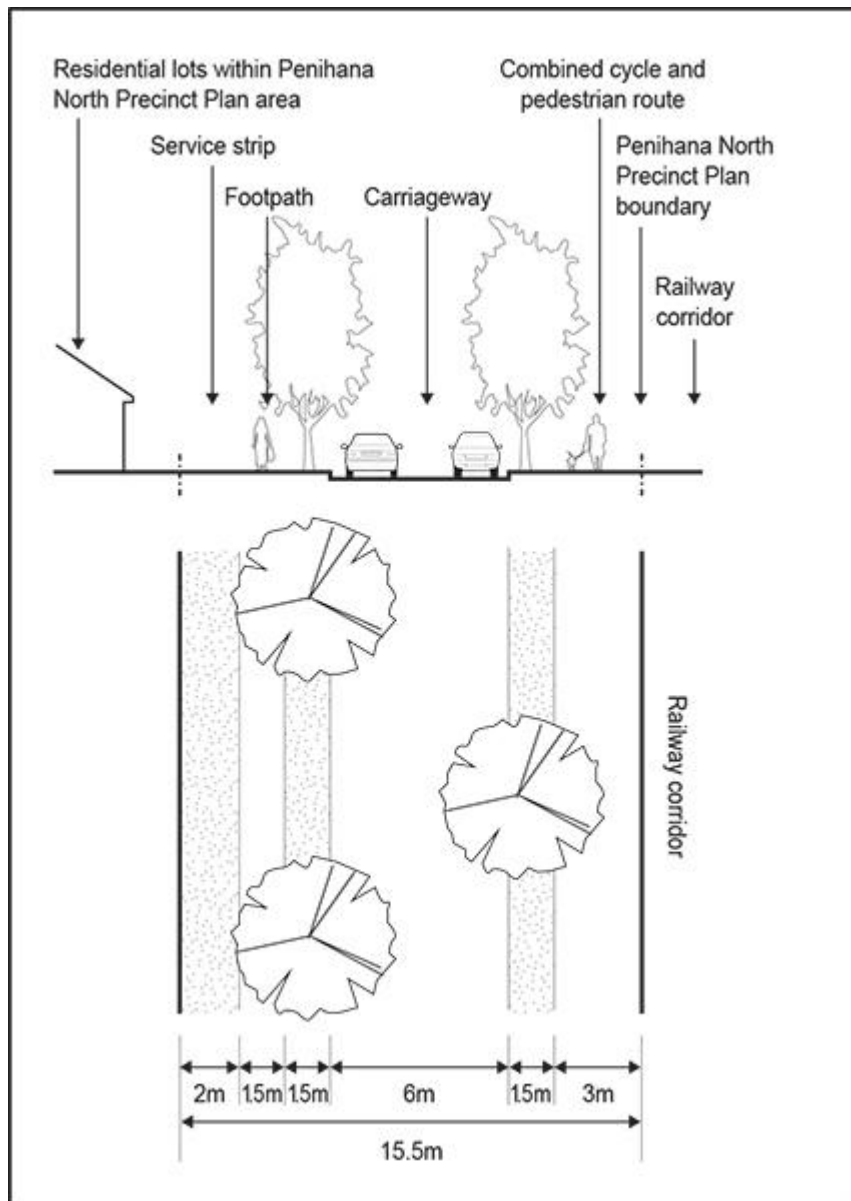
I609.10.2. Penihana North: Precinct plan 2 – Block size and lot type 1



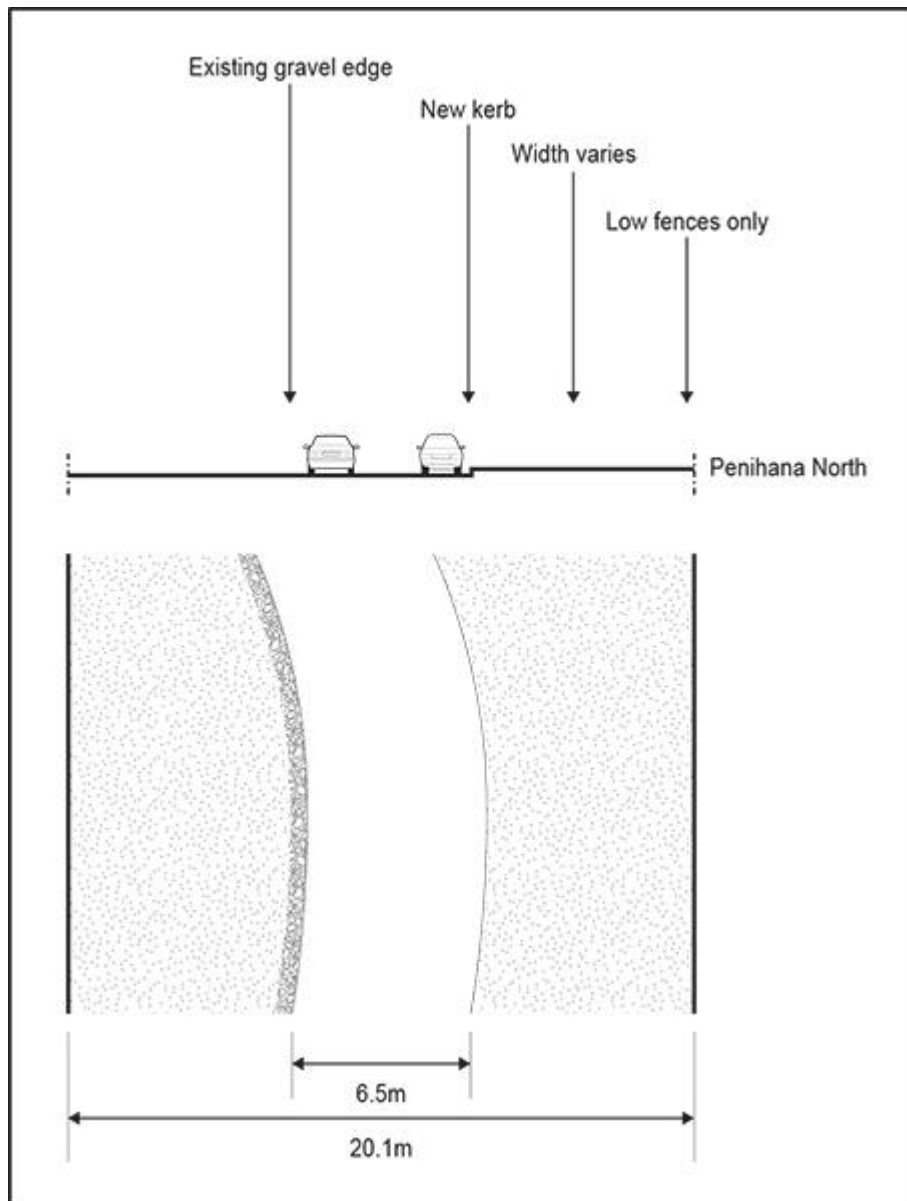
I609.10.3. Penihana North: Precinct Plan 3 – block size and lot type 2



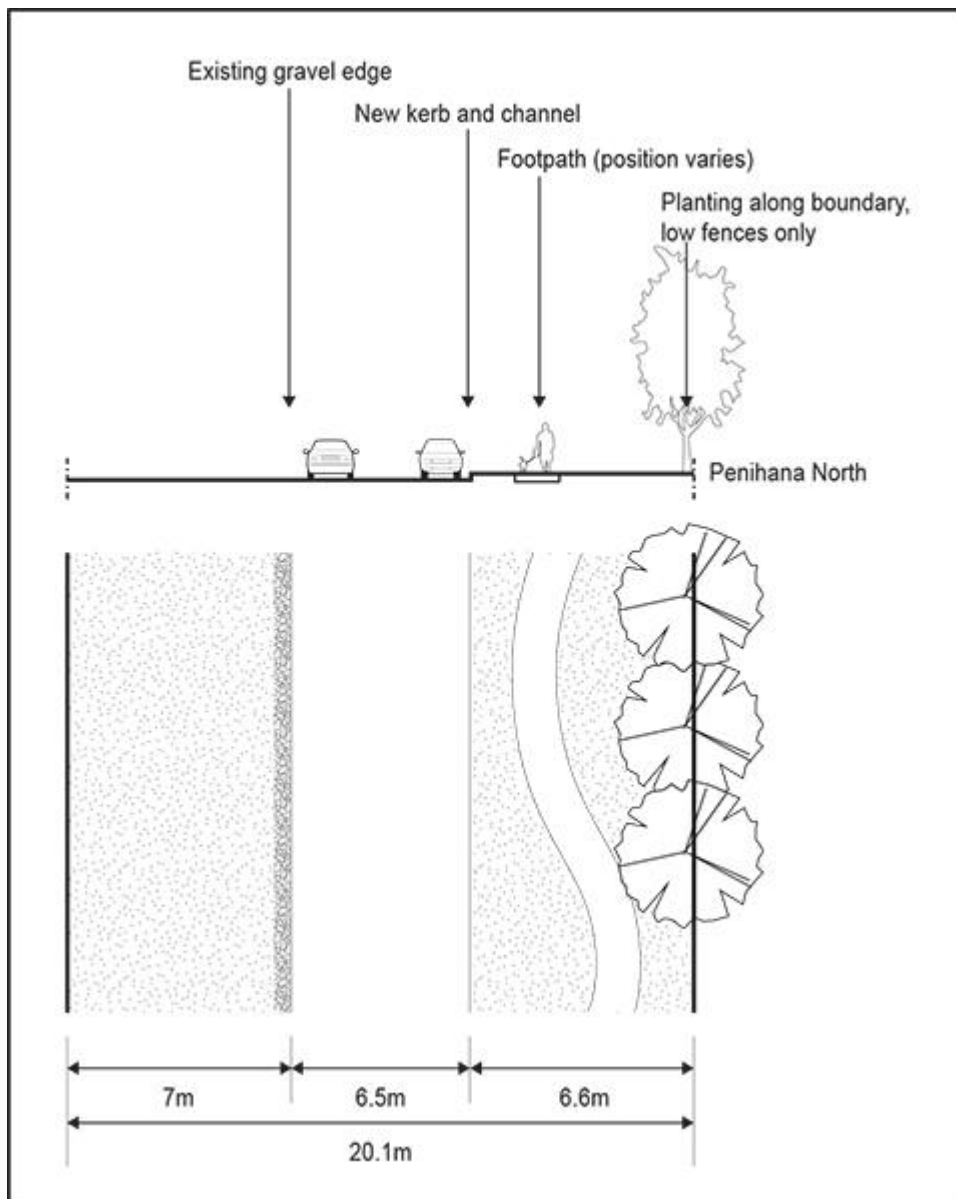
I609.10.4. Penihana North: Precinct Plan 4 – combined cycle and pedestrian route



I609.10.5. Penihana North: Precinct plan 5 – Christian Road cross section adjacent to sub- precinct C



I609.10.6. Penihana North: Precinct plan 6 – Christian Road cross section adjacent to sub-precinct B



I610. Redhills Precinct

I610.1. Precinct Description

The Redhills Precinct is a new suburb forming a significant part of the north western extent of Auckland's wider metropolitan area, approximately 18km northwest of Auckland's CBD, 4.5km north west of Waitakere City, 3km south west of Whenuapai and adjacent to the suburb of Massey West. The Redhills Precinct encompasses some 600ha of land to the west of Fred Taylor Drive and the Westgate / Massey North Metropolitan Centre.

The precinct is bordered by Fred Taylor Drive and Don Buck Road to the east, Redhills Road to the south and west and Henwood Road to the north, with the exception of a small portion that extends north of Henwood Road, between the Ngongotepara Stream and Fred Taylor Drive up to the northern cadastral boundary of 132-140 Fred Taylor Drive (opposite Northside Drive).

The surrounding roads are on a ridgeline and the precinct is a natural amphitheatre shape within these ridgelines, interspersed with gullies and vegetated streams that ultimately drain to Brighams Creek and the Waitemata Harbour.

The purpose of the Redhills Precinct is to implement Redhills Precinct: Precinct Plan 1 to ensure that the Precinct creates high quality residential development with a local centre established centrally within the precinct to provide a heart and focal point for the Redhills community. Arterial roading connections through the precinct will provide connectivity east-west between Fred Taylor Drive and Nelson Road, and north-south between Royal Road and Henwood Road. This will facilitate direct strategic roading connections between on/off ramps of the northwestern motorway to rural communities and future urban areas to the north and west of Redhills.

The indicative arterial road alignments have fixed points where they meet the existing surrounding road network identified in Redhills Precinct: Precinct Plan 1. For the north-south arterial road, these fixed points are the intersections with Henwood Road

at the symbol () on the Redhills Precinct Plan 1 in the north and Royal Road in the south.

For the east-west arterial road, these fixed points are the intersection with Redhills Road at Nelson Road (at Nixon Road) in the west, and Dunlop Road and Baker Lane with Fred Taylor Drive in the east. The Dunlop Road portion of this arterial will have a public transport priority function while the Baker Lane portion will have a private vehicle priority function. The two arterial roads in the Redhills Precinct also intersect with each other at the Redhills Local Centre, and will support the centre and enhance its use by passing traffic and public transport, walking and cycling.

Subject to the fixed and confirmed intersection points identified above, the arterial roads are marked "indicative" in Redhills Precinct: Precinct Plan 1.

The intention of these indicative alignments is to allow for the final alignment to be integrated with urban development within the Precinct, whilst maintaining the wider

network function of arterial routes. The Green Road circuit within the precinct provides a priority cycle and pedestrian route of high amenity, connecting recreational spaces within the precinct, including parks and stream corridors, and connections to commuter cycling routes. Collector roads are proposed to provide key transport connections through the precinct between arterial roads, which will provide for local access public transport routes through the residential area and to connect to public transport routes.

The Fred Taylor Drive interface is an important transition zone and gateway between the Redhills Precinct and the Massey North / Westgate Metropolitan Centre. The elevation of Fred Taylor Drive provides views eastwards to the Waitemata Harbour and is also within walking distance of the Massey North / Westgate Metropolitan Centre. These attributes, along with the appropriate treatment of Fred Taylor Drive, create a sense of place that potentially provides an attractive and suitable environment for intensive residential development.

An Additional Zone Height Control up to one street block depth enables greater building height providing a transition in building scale from the Business - Mixed Use Zone in Westgate Sub-precinct C to the rest of the Residential - Terrace Housing and Apartment Buildings zone on the Fred Taylor Drive edge. Limited neighbourhood convenience related commercial activities are provided for in the Additional Zone Height control area on the Fred Taylor Drive edge from Dunlop Road to Don Buck Road roundabout that complements the Business - Mixed Use zone in Westgate Sub-precinct C to the east.

The zoning of land within this precinct is Residential - Single House Zone, Residential - Mixed Housing Suburban Zone, Residential - Mixed Housing Urban Zone, Residential - Terrace Housing and Apartment Buildings Zone, Business - Local Centre Zone and Special Purpose School Zone. Refer to planning maps for the location and extent of the precinct.

I610.2. Objectives

- (1) Subdivision and development is undertaken in a coordinated manner that implements the Redhills Precinct: Precinct Plan 1 through emphasising the character of place and aiding legibility by the creation of focal points and nodes.
- (2) Subdivision and development achieves a well-connected, adaptable, safe, attractive, healthy and pleasant environment for living and working with an emphasis on the importance of access to the public realm including parks, roads and the natural environment.
- (3) Subdivision and development is coordinated with the delivery of bulk infrastructure required to service the precinct and its effects on the wider network, including transport, wastewater and water services.
- (4) Subdivision and development does not occur in advance of the availability of reticulated public wastewater and water supply services and transport infrastructure, including the wider transport network.
- (5) Subdivision and development promotes more intensive development in proximity to amenity features, the Massey North / Westgate Metropolitan Centre, Redhills

Local Centre and key transport routes, and provides for a range of housing typologies.

- (6) Subdivision and development within the Local Centre creates a safe and accessible environment for pedestrians, cyclists and public transport.
- (7) A safe, efficient and integrated transport system is established within the Redhills Precinct that provides strategic roading connections, a choice of travel modes, encourages walking, cycling and use of public transport, and provides strong, legible connections to and through the precinct, whilst minimising crossings through natural features.
- (8) Activities within the precinct that support and do not undermine the function, vitality and viability of the Massey North / Westgate Metropolitan Centre or Redhills Local Centre are provided for.
- (9) The intrinsic character of the precinct and its location in proximity to the Northwest Wildlink is recognised and stream ecology and remnant vegetation is restored with opportunities created for natural wildlife corridors.
- (10) Parks and open space corridors achieve an integrated, attractive and safe open space network across the precinct that integrates stormwater management, and ecological and recreational functions, while enhancing the amenity of cyclists and pedestrians who will have access through these open space areas.
- (11) Stormwater runoff is managed to respect natural processes, minimise flood risk and implement water sensitive design.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I610.3. Policies

- (1) Require that the design of any subdivision and development within the precinct incorporates the following relevant elements of the Redhills Precinct: Precinct Plan 1:
 - (a) the pattern, hierarchy and function of roads including links to the Westgate/Massey North Metropolitan Centre, the motorway network and future busway and future links to the north and north-west (Kumeu/Huapai);
 - (b) pedestrian and cycle linkages within the Redhills Precinct and to adjacent land, including the Westgate/Massey North Metropolitan Centre;
 - (c) an integrated roading network within the Redhills Precinct including the Green Road and Central Collector Road.
 - (d) Fixed intersections, including:
 - i. the arterial road that intersects with Royal Road (at Don Buck Road) at its eastern end:

- ii. the arterial road that intersects with Henwood Road, at the symbol
() on the Redhills Precinct Plan 1;
- iii. the arterial road that intersects with Nelson Road (at Nixon Road) and Redhills Road to the west;
- iv. the arterial road that intersects with Fred Taylor Drive via Dunlop Road (public transport priority function) and Baker Lane (private vehicle priority function); and
- v. the arterial road that intersects with Northside Drive at Fred Taylor Drive.

(e) riparian margins;

(f) open space areas; and

(g) key retail frontages.

(2) Ensure land uses within the Redhills Precinct are primarily residential along with a supporting local centre and open spaces and provide a transition of residential density by:

(a) enabling areas of high intensification within 800 metres / 10 minutes walk of the Westgate / Massey North Metropolitan Centre, and the Redhills Local Centre to the east, along arterial and collector roads, the Green Road, and at the interface of public open space areas;

(b) providing lower/medium densities around the periphery of the precinct;

(c) allowing medium densities within the remaining residential areas;

(d) enabling appropriate and limited commercial activity along the Fred Taylor Drive interface between Dunlop Road and the Don Buck roundabout up to one street block depth;

(e) enabling a mix of commercial activity, community and residential activities within the Redhills Local Centre.

(3) Enable the provision of ~~low-rise~~ apartments up to ~~six-ten~~ six-ten storeys along the Fred Taylor Drive edge..

(4) Enable an integrated road and transport system by guiding the design and layout of subdivision to provide connectivity and the opportunity for a variety of travel modes, including:

(a) Restricted access arterial roads providing strategic connections through the Precinct to provide for vehicles, walking and cycling and public transport.

- (b) A central collector road with the principal function being the local movement of people including design that accommodates public transport.
- (c) A visually distinct, high amenity road (the Green Road) providing a circuit within the precinct that accommodates separated cycle infrastructure with restricted vehicle access along one side and connects parks / reserves and the freshwater network and terrestrial habitats.
- (d) Other collector roads identified on the Redhills Precinct: Precinct Plan 1 that provide for public transport and cycling as a priority.
- (e) Stream edge routes providing for:
 - (i) pedestrian and cycle paths along both sides of permanent streams and one side of intermittent streams;
 - (ii) reserve edge roads along the northern and western sides of permanent and intermittent streams.
- (f) Local access roads that provide a low speed, cycle and pedestrian friendly environment for the main residential areas.
- (5) Ensure stream and wetland crossings are, as far as practicable, perpendicular to the stream and/or wetland to minimise freshwater habitat loss.
- (6) Require the internal road network to comply with a range of precinct specific road cross-sections where applicable so to achieve an appropriate balance between traffic movement, safety, connection and sense of place.
- (7) Encourage pedestrian and cycle connectivity throughout the precinct, including along the Green Road, stream network, and areas of open space in a manner that encourages movement within the precinct and toward the Local Centre and the Westgate / Massey North Metropolitan Centre.
- (8) Ensure the configuration of sites and dwellings creates a positive frontage to any adjacent roads, parks and open spaces and encourages passive surveillance and enhances perceptions of safety.
- (9) Ensure open space areas within the precinct are accessible by pedestrians and cyclists and contribute to the character and amenity of the precinct by using existing elements of the natural landscape where practicable.
- (10) Provide for and encourage ecological corridors through the Redhills Precinct to enhance natural linkages throughout the wider landscape (i.e. Northwest Wildlink), including riparian planting along waterways to:
 - (a) maintain and enhance water quality and aquatic habitats;
 - (b) enhance existing native vegetation and wetland areas within the catchment; and

- (c) reduce stream bank erosion.
- (11) Maintain the existing catchment hydrology through management of stormwater on-site and employing water sensitive design principles prior to the discharge of stormwater to existing gullies and watercourses.
- (12) Integrate the stormwater management network within the precinct with the surrounding development and provide for other values such as movement, amenity, open space and ecological values.
- (13) Require subdivision and development to achieve a level of stormwater mitigation that meets the requirements set out in [E10 Stormwater management area Flow 1 and 2](#), through the use of a single device or combination of devices and generally accord with any relevant approved stormwater management plan.
- (14) Ensure subdivision and development within the Local Centre creates a low speed, main street environment with active frontages to key public interfaces.
- (15) Ensure that the timing of development occurs in accordance with sequenced transport network infrastructure upgrades to service development up to and not beyond the relevant dwelling thresholds.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I610.4. Activity table

The activity status in the overlay, zone and Auckland-wide provisions apply in this precinct unless otherwise specified below.

Note: the activity status for subdivision in [E38 Subdivision](#) – Urban apply to subdivision in this precinct and the specific provisions of Standards I610.6.4 below also apply. Where there is any conflict between the Auckland-wide and zone standards, and standards I610.6.3 and I610.6.4, then standards I610.6.3 and I610.6.4 take precedence.

Table I610.4.1 specifies the activity status of land use, subdivision and development and the associated provision of transport wastewater disposal and water supply in the Redhills Precinct pursuant to sections 9(3) of the Resource Management Act 1991.

Activities (A1) to (A8) inclusive apply only to the Residential – Terrace Housing and Apartment Buildings zone adjacent to Fred Taylor Drive between Dunlop Road and the Don Buck Road roundabout.

Table I610.4.1 Activity table

Activity		Activity status
Use		
Commerce		
(A1)	Commercial Services	P
(A2)	Offices up to 500m ² GFA per site	P
(A3)	Offices greater than 500m ² GFA per site	RD
(A4)	Retail up to 200m ² GFA per site	P
(A5)	Retail greater than 200m ² GFA per site	D
(A6)	Supermarkets up to 2,000m ² GFA per site	D
(A7)	Food and Beverage Activities up to 200m ² GFA per site.	RD
(A8)	Food and Beverage Activities greater than 200m ² GFA per site	D
Transport		
(A9)	Construction of a vehicle crossing where Vehicle Access Restriction 1 applies as identified as collector road on the Redhills Precinct: Precinct Plan 1 and in Table I610.6.4.2.1: Construction Standards for For Road Types Within The Redhills Precinct.	RD
(A10)	Construction of a vehicle crossing where Vehicle Access Restriction 2 applies as identified as arterial road on the Redhills Precinct: Precinct Plan 1 and in Table I610.6.4.2.1: Construction Standards for For Road Types Within The Redhills Precinct.	NC
Subdivision and development		
(A11)	Subdivision and development that has a restricted discretionary activity status under the Auckland –wide rules E38 Subdivision – Urban which does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development below, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity	RD
(A12)	Subdivision and development that has a discretionary activity status under the Auckland–wide rules E38 Subdivision – Urban which does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development below, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity	D
(A13)	Subdivision and development that does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development, and does not provide an alternative measure to achieve required public wastewater and/or water supply capacity	NC

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

Qualifying
matter as per
Sch 3C, cls
8(1)(b) of the
RMA

(A14)	Subdivision and development which does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport or I610.6.2 Infrastructure Upgrades and Location of Development- Transport but proposes alternative measures to achieve required transport access, capacity and safety	RD
(A15)	Subdivision and development which does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport or I610.6.2 Infrastructure Upgrades and Location of Development- Transport, and does not provide an alternative measure to achieve required road upgrades	NC
(A16)	Subdivision and development which does not provide for the fixed intersections as indicated on Redhills Precinct: Precinct Plan 1 and Standard I610.6.4.2(1)(aa)	NC

I610.5. Notification

- (1) Any application for resource consent for an activity listed in Table I610.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

I610.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct in addition to the following standards. Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this Precinct will apply.

I610.6.1. Infrastructure Upgrades and Timing of Development – Transport

- (1) The number of dwellings within the precinct may not exceed the following dwelling thresholds in Table I610.6.1.1 until such time that the identified infrastructure upgrades are constructed:

Table I610.6.1.1 Threshold for Development - Transport

Dwelling threshold	Infrastructure Work Required to Exceed the Dwelling Threshold
1	Provision of signals at Don Buck Road/Westgate Drive intersection Upgrade to Don Buck Road/Triangle Road intersection
1,800	Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: a) 2 exit lanes from Fred Taylor / Don Buck intersection in southbound direction reducing to one lane; and b) 2 exit lanes from Don Buck / Westgate intersection in northbound direction reducing to one lane.

Qualifying
matter as per
Sch 3C, cls
8(1)(b) of the
RMA

Qualifying
matter as per
Sch 3C, cls
8(1)(b) of the
RMA

	Urbanisation of Fred Taylor Drive between Northside Drive and Don Buck Road (50km/hr speed limit, with pedestrian and cycle facilities along and across road)
	Link from Redhills Centre to Redhills Road
3,600	Upgrade to Fred Taylor Drive/Don Buck Road intersection to signalised layout (with full pedestrian/cycle crossing facilities)
	Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: 2 lanes from Fred Taylor Drive to Westgate Drive, and 2 lanes between Westgate Drive and Fred Taylor Drive increasing to 3 approach lanes at the intersection in northbound direction
5,400	North-western busway and bus station at Massey North
	Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road to two lanes in each direction with widening at intersections
	Widening of Don Buck Road from Royal Road to Redhills Road to two lanes in each direction
	Northside Drive East overbridge

- (2) Notwithstanding I610.6.1.1 above, the dwelling thresholds shall be confirmed as part of any Traffic Impact Assessment required for subdivision and/or development within the precinct.

I610.6.2. Infrastructure Upgrades and Location of Development- Transport

- (1) The infrastructure upgrades in Table I610.6.2.1 must be constructed or be proposed to be constructed at the time the trigger is met:

Table I610.6.2.1 Trigger for Development – Transport

Trigger	Infrastructure upgrade
In advance of development accessing the Northside Drive intersection	Fourth arm at Fred Taylor Drive/Northside Drive signalised intersection
When fourth arm to Dunlop Road is provided	Signalise Fred Taylor Drive/Dunlop Road intersection
In advance of development accessing Baker Lane	Upgrade to Fred Taylor Drive/Baker Lane intersection
In advance of development in the area adjacent to Henwood Road extension / Fred Taylor Drive intersection.	Upgrade Fred Taylor Drive/Kakano Road/Henwood Road signalised intersection to incorporate fourth arm into signals

Qualifying
matter as per
Sch 3C, cls
8(1)(b) of the
RMA

I610.6.3. Standards for residential zones

I610.6.3.1. Maximum Height – Terraced Housing and Apartment Building zone

- (1) The maximum height for buildings in the Terrace Housing and Apartment Buildings zone adjoining Fred Taylor Drive shall be 20.5m and Standard [H6.6.5](#) Building height does not apply.

I610.6.3.2. Sites adjoining public open space

Purpose:

To provide privacy for dwellings while enabling opportunities for passive surveillance of the open space.

- (1) Where a site or dwelling adjoins open space shown on the Redhills Precinct: Precinct Plan 1 the following must apply:
- (a) fences or walls or a combination of these structures within the yard adjoining the open space must not exceed either:
 - (i) 1.2m in height, measured from the ground level at the boundary; or
 - (ii) 1.8m in height provided that any fencing above 1.2m in height is at least 50% visually open.

I610.6.3.3. On-site stormwater management – new impervious areas

- (1) All new dwellings and impervious surfaces within a site (lot) must be designed to achieve the following:
- (a) Stormwater runoff from impervious areas greater than 50m² must be directed to an on-site device designed and sized to accommodate stormwater runoff from the site and achieve retention (volume reduction) of 5mm runoff plus detention (temporary storage) of 18mm of runoff with a draw down period of 24 hours.
 - (b) Stormwater device/s on private land must be operated and maintained by the site owner in perpetuity.
 - (c) A proposal may use more than one device to achieve compliance with I610.6.3.3.2(a).
 - (d) Stormwater devices within the National Grid Yard must comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP34:2001, including their ongoing operation and maintenance.
 - (e) The total volume required for each square metre of impervious area to achieve the retention and detention must be in accordance with Table I610.6.3.3.1.

Table I610.6.3.3.1 Device volume sizing requirements

m ²	Retention (m ³)	Detention (m ³)	Combined total to be provided (m ³)
1	0.005	0.018	0.023

- (f) The retention volume in Table I610.6.3.3.1 must be achieved as a minimum.
- (g) Where the total volume requirement in Table I610.6.2.3.1 is met then a greater retention volume and a corresponding decrease in detention volume can be provided.
- (h) An example of impervious surfaces for an individual lot together with the associated retention and detention volume is illustrated in Table I610.6.3.3.2 below:

Table I610.6.3.3.2 Example of device sizing

Area	m ²	Retention (0.005m x m ²)	Detention (0.018m x m ²)	Total m ³
Roof	150	0.75	2.70	3.45
Paved	50	0.25	0.90	1.15
Total	200	1.00	3.60	4.60

Qualifying
matter as per
Sch 3C, cls
8(1)(b) of the
RMA

I610.6.4. Subdivision Standards

I610.6.4.1. Riparian Margins

- (1) Riparian margins identified on the Redhills Precinct: Precinct Plan 1 must be planted either side of the banks of a permanent or intermittent stream to a minimum width of 10m measured from the bank of the stream, or from the centreline of the stream where the bank cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins identified on the Redhills Precinct: Precinct Plan 1 must be planted in accordance with a council approved landscape plan and shall use eco-sourced native vegetation, be consistent with local biodiversity and planted at a density of 10,000 plants per hectare.
- (3) Pedestrian/cycle paths shall be located adjacent to, and not within the 10m planted strip.
- (4) Riparian margins must be offered to Council for vesting.

I610.6.4.2. Movement Network

Purpose:

Provide a safe and legible street network within the Redhills Precinct.

- (1) All subdivision shall comply with the following standards:
- (a) Roads shall be provided in general accordance with the indicative alignments in the Redhills Precinct: Precinct Plan 1.
 - (aa) Fixed intersections identified in Policy I610.3(1)(d) shall be provided in the locations shown on the Redhills Precinct: Precinct Plan 1.
 - (b) Pedestrian and cycle paths shall be provided along both sides of permanent streams and one side of intermittent streams.
 - (c) Roads shall be constructed to the standards contained within Table I610.6.4.2.1 below, except that:
 - (i) Where a road is located beneath the National Grid Corridor, the road will be constructed with a design specific to the accommodation of the National Grid Corridor. The design will be determined as part of the resource consent required within the National Grid Corridor.
 - (ii) An interim standard for arterial roads may be approved as part of a subdivision consent which could authorise only two traffic lanes to be constructed, provided that a 30m road reserve is set aside to enable future widening of arterial roads identified on the Redhills Precinct: Precinct Plan 1. The interim road cross-section authorised by subdivision consent could include one of the following options.
 - 1. Construct 16m formed road (allowing for a 30m wide road reserve) with two vehicle lanes on one side and 14m wide landscaped area on the balance. For Baker Lane arterial road this can be configured as a 16m wide formed road (from the property boundary on the southern side that will include central car parking / planted berm) with 14m wide landscaped area on the balance land along the northern side.
 - 2. Construct 30m wide road with two vehicle lanes and 10m wide central grassed strip.
 - 3. Construct 30m wide road with two vehicle lanes and two parking lanes.
 - (iii) The portion of the arterial roads through the Redhills Local Centre shall have a specific cross-section to be agreed at subdivision stage. The cross-section shall provide for key retail frontages and

wider pedestrian areas to accommodate street furniture and may include additional parking.

Table I610.6.4.2.1 Construction standards for road types within the Redhills Precinct

Types of road	Road width	Carriageway	Cycle	Footpath	Vehicle access restriction
Arterial Roads (except within Local Centre zone)	30m	15.2-15.8m	1.8m each side excluding 0.6m buffer to carriageway and 1m separation to on-street parking where applicable	2m each side	VAR 2
Baker Lane Arterial Road	30m	4 lanes at 3.25m each and central median of up to 2.6m reduced at intersections	2.2m each side including mountable kerb and excluding 1m separation to on-street parking, where applicable	1.8m each side	VAR 2
Green Road	20.5m	5.8m	3.0-3.4m two-way (separated)	2.5-3.0m cycle side 1.8-2.2m other side	VAR 2 (cycle side only)
Central Collector Road	21.6m	6.6m (with parking bays) or 11.2m with informal parking	1.8m each side (separated) or only one side (buffered)	1.8m each side	VAR 1 (where cycle paths included)
Henwood Road Collector	20.12m	6.6m	1.8m each side	1.8m each side	VAR 1
Westgate Drive Collector Interim (narrow)	16.9m	6.4m	1.8m (buffered both sides)	2m each side	VAR 1 (where cycle paths included)

Types of road	Road width	Carriageway	Cycle	Footpath	Vehicle access restriction
strip from Don Buck Road)					
Other Collector Road	21.6m	6.6m (with parking bays) or 11.2m with informal parking	1.8m each side excluding 0.6m buffer to carriageway and 1m separation to on-street parking where applicable	1.8m each side	VAR 1 (only applies if cycle paths)
Local Road	14m-18.2m	5.8 (with parking bays) or 7.8m (with informal parking)	Not required	1.8m each side	Not required
Reserve Edge Road	14m	5.8 (with parking bays) or 7.8m (with informal parking)	Not required (shared within reserve)	1.8m on lot side	Not required

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

I610.6.5. Wastewater and water supply standards

I610.6.5.1. Infrastructure upgrades and timing of development

Purpose:

Ensure that rate of development is aligned with infrastructure upgrades.

(1) The number of dwellings within the precinct may not exceed 5,400 dwellings until such time that:

- (a) The 'Northern Interceptor Stage 2' (public wastewater infrastructure) has been constructed and is operational; and
- (b) The 'North Harbour Water Main 2' (public water supply) has been constructed and is operational.

I610.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I610.8. Assessment – restricted discretionary activities

I610.8.1. Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the Auckland wide or zone provisions:

- (1) Offices greater than 500m² GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection:
 - (a) Intensity and scale.
 - (b) Centre vitality.
 - (c) Local housing.
 - (d) Design of parking, access and servicing.
- (2) Food and beverage activities up to 200m² GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection:
 - (a) Local Housing.
 - (b) Centre vitality.
 - (c) Design of parking, access and servicing.
- (3) Subdivision and development that does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development above, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity:
 - (a) The availability of sufficient water and wastewater infrastructure to service proposed subdivision and/or development.
- (4) On-site Stormwater management - new impervious areas unable to comply with I610.6.3.3 On-site stormwater management – new impervious areas.
 - (a) The matters listed in [E10.8.1](#).
- (5) Construction of a vehicle crossing where a Vehicle Access Restriction 1 applies as identified on the Redhills Precinct: Precinct Plan 1 and/or in Table I610.6.4.2.1 Construction standards for road types within the Redhills Precinct.
 - (a) The Council will consider whether adverse effects on the transport network can be appropriately avoided or mitigated, with particular regard to the:

- (i) total number, location and design of vehicle crossings serving lots fronting-the road with the vehicle access restriction;
 - (ii) ability for vehicles to safely manoeuvre to and from the site;
 - (iii) safety of road users including pedestrians and cyclists;
 - (iv) amenity effects of on-site manoeuvring areas and any landscaping proposed;
 - (v) effects of any fencing along the front boundary on maintaining open sight lines between vehicles using the access and the adjacent cycleway;
 - (vi) matters listed in clause [E27.8.1\(12\)](#) in [E27 Transport](#).
- (6) Subdivision listed as a restricted discretionary activity under Auckland-wide Rules [E38 Subdivision](#) – Urban.
- (a) Consistency with the Redhills Precinct: Precinct Plan 1.
 - (b) Provision for roads and the fixed intersections identified in Policy I610.3(1)(d) and identified on the Redhills Precinct: Precinct Plan 1.
 - (c) Limitations on access for future lots adjoining restricted or limited access roads identified on the Redhills Precinct: Precinct Plan 1.
 - (d) Pedestrian and cycle connectivity.
 - (e) Design of arterial road cross-sections connecting the Redhills Local Centre.
 - (f) The interface of subdivision and development with arterial roads within the Redhills Local Centre.
 - (g) The interface of subdivision and development with open space areas, including riparian margins.
 - (h) Location and accessibility of parks.
 - (i) Stormwater management.
 - (j) The design and layout of subdivision within the National Grid Corridor.
- (7) Subdivision and development that does not comply with Standard 1610.6.1 Infrastructure Upgrades and Timing of Development - Transport or I610.6.2 Infrastructure Upgrades and Location of Development- Transport but proposes alternative measures to achieve required transport access, capacity and safety.
- (a) Effects on the transport network.

- (b) The likely trip generation of the subdivision and/or development and the effects of the quantum of that development on the safe and efficient functioning of the roading network.

I610.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Offices greater than 500m² GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection.

- (a) Intensity and scale

- (i) Whether the intensity and scale of the activity, in particular, the number of people involved and traffic generated by the activity (including vehicle noise and lights), is compatible with the planning outcomes identified in the Unitary Plan for the surrounding area.

- (b) Centre vitality

- (i) Whether office activities:

- 1. have an adverse effect upon the function, role and amenity of the Westgate / Massey North town centre beyond those effects ordinarily associated with trade effects on trade competitors, having regard to the activity's size, composition and characteristics and the Westgate / Massey North town centre's ongoing ability to provide for the future needs of communities;
 - 2. support the efficient and effective operation of public transport;
 - 3. enable the convenient access of communities to commercial services.

- (c) Local Housing

- (i) Whether the proposal results in the intensification of the site, and provides for or supports local high density housing.

- (d) Design of parking, access and servicing

- (i) Whether surface parking will be softened with landscaping, including tree planting.
 - (ii) Whether vehicle ramps will not be visible from the street, will be minimal in length and integrated into the design of the building.
 - (iii) Whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to both vehicles and pedestrians the presence of a crossing or accessway.

- (iv) Whether a safe and convenient pedestrian environment with a good standard of amenity will be created within the site which:
 - 1. Provides direct and well defined routes.
 - 2. Links car parking areas to building access points.
 - 3. Incorporates pedestrian linkages to adjacent sites, streets and public open spaces (where appropriate).
 - (v) Whether pedestrian access between parking areas, building entrances/lobbies and the street provide universal access for people of all ages and physical abilities and provide a high level of pedestrian safety.
 - (vi) Whether ventilation and fumes from parking structures or other uses or activities will not be vented into the adjacent pedestrian environment at ground level.
 - (vii) Whether service lanes will be provided within urban blocks to allow access to the rear of buildings and to minimise gaps in the streetscape.
 - (viii) Whether suitable provisions are made for on-site rubbish storage and sorting of recyclable materials that is either inside the building or screened from the street or public open spaces and manages adverse effects on adjacent residentially zoned properties.
 - (ix) Whether it is appropriate, for a waste management plan to be provided either at the time of lodgement or by way of a consent condition and:
 - 1. Include details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and,
 - 2. Provide clear management policies to cater for different waste management requirements of the tenancy.
- (2) Food and beverage activities up to 200m² GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection.
- (a) Local Housing
 - (i) Whether the proposal results in the intensification of the site, and provides for or supports local high density housing.
 - (b) Centre vitality
 - (i) Whether food and beverage activities:
 - 1. have an adverse effect upon the function, role and amenity of the Westgate / Massey North town centre beyond those effects ordinarily associated with trade effects on trade competitors, having regard to the activity's size, composition and

characteristics and the Westgate / Massey North town centre's ongoing ability to provide for the future needs of communities;

2. support the efficient and effective operation of public transport;
3. enable the convenient access of communities to commercial services.

(c) Design of parking, access and servicing

- (i) Whether surface parking will be softened with landscaping, including tree planting.
- (ii) Whether vehicle ramps will not be visible from the street, will be minimal in length and integrated into the design of the building.
- (iii) Whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to both vehicles and pedestrians the presence of a crossing or accessway.
- (iv) Whether a safe and convenient pedestrian environment with a good standard of amenity will be created within the site which:
 1. provides direct and well defined routes;
 2. links car parking areas to building access points; and
 3. incorporates pedestrian linkages to adjacent sites, streets and public open spaces (where appropriate).
- (v) Whether pedestrian access between parking areas, building entrances/lobbies and the street provide universal access for people of all ages and physical abilities and provide a high level of pedestrian safety.
- (vi) Whether ventilation and fumes from parking structures or other uses or activities will not be vented into the adjacent pedestrian environment at ground level.
- (vii) Whether service lanes will be provided within urban blocks to allow access to the rear of buildings and to minimise gaps in the streetscape.
- (viii) Whether suitable provisions will be made for on-site rubbish storage and sorting of recyclable materials that is either inside the building or screened from the street or public open spaces and manages adverse effects on adjacent residentially zoned properties.

- (3) Subdivision and development that does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development above, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity.

- (a) The Council will consider the following assessment criteria.

- (i) Whether the location and capacity of infrastructure servicing will meet the needs of the numbers of dwellings that are to be served by that infrastructure.
 - (ii) Whether the staging and design of development will align with the provision of infrastructure so that the capacity of the infrastructure is not exceeded.
 - (iii) Whether temporary wastewater or water supply capacity can be provided which does not undermine the long term solution.
 - (iv) Whether an alternative wastewater or water supply solution has been agreed with the infrastructure provider.
 - (v) Whether funding or other such measures have been agreed between the applicant and the service providers to achieve the required wastewater or water supply capacity.
- (4) On-site Stormwater management - new impervious areas unable to comply with I610.6.3.3 On-site stormwater management – new impervious areas.
 - (a) The criteria/policies listed in [E10.8.2](#).
- (5) Construction of a vehicle crossing where a Vehicle Access Restriction 1 applies as identified on the Redhills Precinct: Precinct Plan 1 and/or in Table I610.6.4.2.1 Construction standards for road types within the Redhills Precinct.
 - (a) The Council will restrict its discretion to the criteria set out in [E27.8.2\(12\)](#).
- (6) Subdivision listed as a restricted discretionary activity under [E38 Subdivision](#) – Urban:
 - (a) Whether the structural elements of the Redhills Precinct: Precinct Plan 1 are incorporated into the subdivision design including:
 - (i) the pattern, hierarchy and function of roads;
 - (ii) pedestrian and cycle linkages;
 - (iii) linkages between the precinct and adjacent land;
 - (iv) fixed intersections identified in Policy I610.3(1)(d) and intersections identified on the Redhills Precinct: Precinct Plan 1;
 - (v) riparian margins;
 - (vi) recreational and stormwater management open space areas; and
 - (vii) key retail frontages.
 - (b) *[deleted]*
 - (c) Whether lots adjoining arterial roads or the separated cycle path on the Green Road are provided with a rear access or an alternative that limits the number of individual access points onto the arterial road. Pedestrian access should still be provided off the arterial / Green road.

- (d) Whether lots adjoining collector roads with cycling are designed to minimise vehicle crossings that would conflict with cycle paths through methods such as utilising rear lanes, and/or combining vehicle crossings to minimise conflict points.
- (e) Whether roads accessing Fred Taylor Drive are minimised and located with a minimum separation of 100m.
- (f) Whether applications maximise reserve edge road frontage to recreation reserves and along the northern and western side of riparian margins.
- (g) Whether applications maximise pedestrian and cycle connectivity along the Green Road.
- (h) Whether roads are generally to be constructed / upgraded in accordance with the relevant road cross-sections or where a new cross-section is proposed, whether the road is designed to achieve the purpose of the road with respect to function and amenity.
- (i) Whether it is necessary for applications to incorporate traffic calming measures designed in accordance with current industry best practice.
- (j) Whether arterial roads connecting to or within the Redhills Local Centre are designed with traffic calming and provision for parking and amenity planting to create a low speed main street environment that is safe and attractive for public transport, pedestrians and cyclists.
- (k) Whether subdivision within the Redhills Local Centre creates lots that facilitate an active frontage to the arterial roads and to the civic space.
- (l) Whether subdivision that creates lots adjoining public open space (including recreation reserves and riparian/green corridors) is designed to encourage passive surveillance of reserve areas having regard to finished contours, retaining, fencing and landscaping.
- (m) Whether parks will be accessible to pedestrians and cyclists and located to integrate with riparian margins and the Green Road where possible.
- (n) Whether the approach to stormwater management for roads and future lots takes into account the recommendations of any relevant approved Stormwater Management Plan and provides sufficient space to achieve the hydrology mitigation requirements outlined in Standard I610.6.3.3 On-site stormwater management – new impervious areas.

Note: Consent Notices may be required on the titles of all new lots to ensure compliance with the onsite stormwater management requirements contained in Standard I610.6.3.3 On-site stormwater management – new impervious areas.

- (o) For communal stormwater devices:

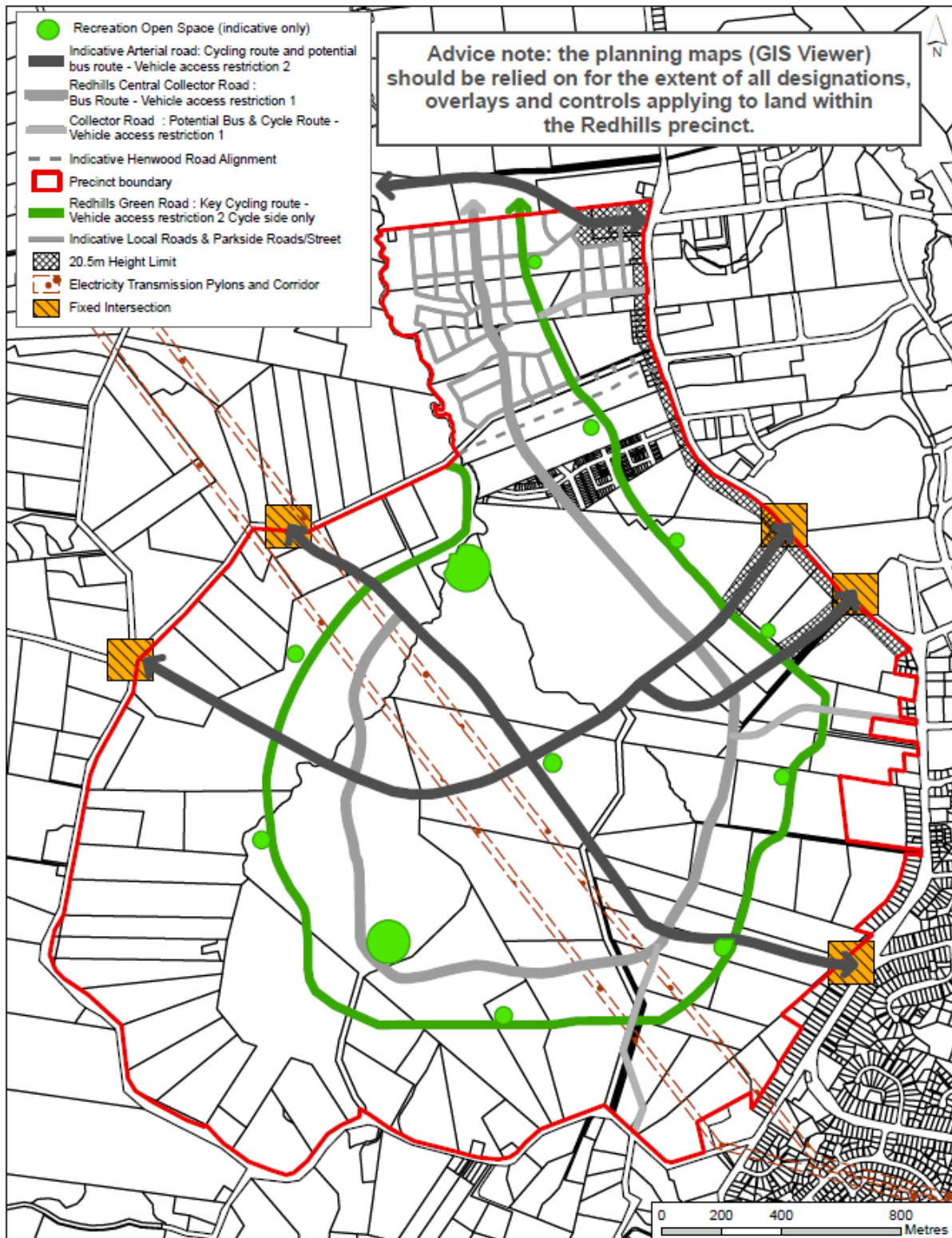
- (i) the extent to which groundwater levels and groundwater mounding prevent groundwater infiltration;
 - (ii) the extent to which the device can be accommodated within the stream corridors to allow efficient operation and maintenance, and appropriate amenity; and
 - (iii) whether the use of communal devices achieves the best practicable alternative to onsite management.
- (7) Subdivision and development that does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport above.
 - (a) Whether additional subdivision and/or development has adverse effects on the efficiency of the operation and safety of the transport network.
 - (b) Whether or not there is a need for the infrastructure upgrade as a result of the additional subdivision and/or development.
 - (c) Whether other transport network upgrade works have been undertaken that mitigate the transport effects of the proposed subdivision and/or development.
- (8) Subdivision and development which does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport or Standard I610.6.2 Infrastructure Upgrades and Location of Development - Transport but proposes alternative measures to achieve required transport access, capacity and safety, shall:
 - (a) demonstrate that all necessary transport infrastructure services external to the precinct are available, and can be connected in a timely and co-ordinated manner to service the precinct;
 - (b) demonstrate that sufficient evidence of capacity in the roading networks exists;
 - (c) *[deleted]*
 - (d) demonstrate the extent to which any staging of subdivision will be required due to the co-ordination of the provision of infrastructure; and
 - (e) where roading infrastructure is required to be upgraded, undertake the preparation of an infrastructure funding agreement or other such measure that must be agreed with all relevant service providers to ensure that the infrastructure required to service the subdivision can be funded and provided in a timely manner.

I610.9. Special information requirements

- (1) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan.
- (2) All applications for subdivision and/or development for fifteen or more lots/dwellings must submit a Traffic Impact Assessment that confirms whether or not the infrastructure works identified in Table I610.6.1.1 and Table I610.6.2.1 will be triggered by the subdivision and/or development.

I610.10. Precinct plans

I610.10.1. Redhills Precinct: Precinct Plan 1



Advice note: the planning maps (GIS Viewer) should be relied on for the extent of all designations, overlays and controls applying to land within Redhills precinct.

I615. Westgate Precinct

I615.1. Precinct Description

The Westgate Precinct is located approximately 18km west of the Auckland city centre.

There are seven Sub-precincts in the Westgate Precinct:

- Sub-precinct A is zoned Business - Metropolitan Centre Zone and Open Space – Civic Spaces Zone and contains the town square and the key retail streets that are the focal point for intensive retail, commercial and civic development and pedestrian activity within the precinct;
- Sub -precinct B is zoned Business - General Business Zone and provides a strategic road linkage to Sub-precinct A;
- Sub -precinct C is zoned Business - Mixed Use Zone;
- Sub -precinct D is zoned Residential - Terrace Housing and Apartment Buildings Zone;
- Sub -precinct E is zoned Business - Metropolitan Centre Zone and includes a key retail street with pedestrian linkages to Sub-precinct A; and
- Sub -precinct F is zoned open space and includes storm water management devices, strategic road linkages and pedestrian linkages.
- Sub-precinct G is zoned Business – Light Industry Zone.

The primary purpose of the precinct is to develop a new metropolitan centre in Sub-precinct A, integrated with the existing Westgate Centre in Sub-precinct E. The precinct will provide an integrated employment and business area, comprising a retail core in Sub-precincts A and E, surrounded by a mix of large format retail, compact mixed use, residential and open space activities in the adjoining sub-precincts. The precinct will include community and public transport facilities centred around the town square and a new library in Sub-precinct A.

The Westgate Precinct Plan (refer to precinct plan 1) shows the sub-precinct boundaries and the major roads pattern, indicative roads, indicative bus interchange, indicative park and ride and indicative open space. The Westgate Concept Plan – Conceptual Road Network (refer to Westgate Precinct: Precinct plan 2) provides further detail of the roading and transport network for all precincts including strategic access points.

In addition to these I615: Westgate Precinct provisions, as specified in A1.3 of the Plan, reference should also be had to the planning maps (GIS Viewer) which shows the extent of all designations, overlays and controls applying to land within Westgate Precinct.

I615.2. Objectives

- (1) The Westgate precinct is developed in a comprehensive and integrated way for urban activities in a manner that recognises the importance of Sub-precincts A and E as a metropolitan centre.
- (2) The key retail frontage in Sub-precinct A is the focal point of intensive retail, commercial and civic development and pedestrian activity, with the key retail

frontage and general commercial frontage in adjoining sub-precincts supporting this role.

- (3) High-quality urban design outcomes are achieved in the metropolitan centre and pedestrian linkages through, and between, sub-precincts are promoted.
- (4) Sub-precinct A is the compact, pedestrian orientated retail core of the precinct with a comprehensively planned mix of large and small scale retail activities integrated with other commercial and office activities, leisure, tourist, cultural, residential, community and civic services.
- (5) Development in Sub-precinct E is comprehensively planned to integrate with Sub-precinct A, while ensuring that the expansion or intensification of retail activities in the Sub-precinct does not detract from the function, amenity and vitality of the development of a compact, pedestrian oriented retail core in Sub-precinct A.
- (6) Development in Sub-precincts B and C is comprehensively planned to integrate with, and support, the metropolitan centre, while ensuring that retail activities within Sub-precincts B and C do not detract from the function, amenity and vitality of the metropolitan centre in Sub-precinct A.
- (7) Residential development in Sub-precincts B, C and D provide high-quality amenity for residents.
- (8) Sub-precinct F is public open space that provides for infrastructure that supports the operation of precincts A-E
- (9) Sub-precinct G indicates a road that provides an integrated and efficient roading network.
- (10) Adverse effects of stormwater runoff are remedied or mitigated.
- (11) Adverse effects on the surrounding road network are avoided.

The zone, Auckland-wide and overlay objectives apply in this precinct except as specified above.

I615.3. Policies

Development

- (1) Promote comprehensive and integrated development and redevelopment of the Sub-precincts in accordance with Precinct Plan 1 and 2.
- (2) Provide for the greatest intensity of retail and commercial development to occur in Sub-precinct A.
- (3) Enable redevelopment and intensification in Sub-precinct E where the outcome can be shown to contribute to the function, amenity and vitality of the metropolitan centre, and to enhance integration with Sub-precinct A.

- (4) Control the development of additional retail in Sub-precinct E until no less than 44,200m² gross floor area has been established in Sub-precinct A.
- (5) Require development and redevelopment of Sub-precincts B, C and E not to detract from the function, amenity and vitality of the development of a compact, pedestrian oriented retail core in Sub-precinct A.
- (6) Provide for compact mixed use environments by:
 - (a) managing development in Sub-precincts A, C and E to provide a range of commercial, retail and residential activities; and
 - (b) enabling residential and office activities above street level in the metropolitan centre.
- (7) Provide for the development of large format retail in Sub-precinct B between the Terrace Housing and Apartment Buildings Zone and the northern motorway to mitigate the adverse effects of the operation of the transport network on sensitive activities.
- (8) Enable a mix of compatible activities in Sub-precinct B including residential, office and small service activities.
- (9) Avoid the establishment of integrated retail development or large format retail in Sub-precinct C that will undermine the intensification outcomes sought within Sub-precinct A being achieved, except for:
 - (a) one supermarket located within the south-eastern street block adjoining Fred Taylor Drive; and
 - (b) provision for limited large format retail in that part of the Sub-precinct adjacent to Fred Taylor Drive north of the intersection with Don Buck Road.
- (10) Enable the establishment of a school within close proximity to the metropolitan centre core and new residential development in the north of the precinct.

Built form

- (11) Control development so that its scale and design contributes to the creation of high-quality amenity through pedestrian connections and public open space.
- (12) Require buildings within the key retail frontages in Sub-precincts A and E to be developed to retain a sense of enclosure and human scale.
- (13) Manage the adverse effects of large format retail by:
 - (a) requiring the height and form of new buildings to recognise the key retail frontage and general commercial frontage;
 - (b) ensuring new buildings achieve a quality built environment; and

- (c) managing compatibility issues between new buildings and adjoining sites and activities through controls on site layout and design.
- (14) Recognise the importance of the key retail streets in Sub-precincts A and E as primary places for public interaction by requiring buildings with frontages to these streets to:
 - (a) avoid blank walls;
 - (b) provide easily accessible pedestrian entrances;
 - (c) provide minimum floor heights to maximise building adaptability to a range of uses;
 - (d) maximise glazing;
 - (e) erect frontages of sufficient height to frame the street;
 - (f) provide weather protection for pedestrians;
 - (g) locate vehicle crossings in Sub-precinct A in accordance with Westgate Precinct: Precinct plan 2;
 - (h) be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking;
 - (i) avoid new vehicle crossings in Sub-precinct E; and
 - (j) provide for pedestrian linkages in accordance with Westgate Precinct: Precinct plan 2.

Pedestrian access, street quality and safety

- (15) Support the development of public open spaces, pedestrian and cycle linkages, including enhancement of the riparian margins, in accordance with Westgate Precinct: Precinct plan 1.
- (16) Promote the development of pedestrian linkages between Sub-precincts A and E to:
 - (a) encourage pedestrian activity and movement between the Sub-precincts; and
 - (b) integrate the Westgate metropolitan centre, while ensuring vehicle movements are facilitated.

Infrastructure

- (17) Require development to be sequenced to align with the delivery of infrastructure.
- (18) Manage development so that it does not adversely affect the safe and efficient operation of the traffic network.

- (19) Require the intersections with Fred Taylor Drive to be consistent with Westgate Precinct: Precinct plan 2, unless it can be demonstrated that alternative access points would result in a better outcome for:
- (a) the efficiency of the traffic network;
 - (b) public transport;
 - (c) pedestrian activity;
 - (d) urban amenity; and
 - (e) an integrated metropolitan centre focused around the key retail frontage.
- (20) Require that the integration of Sub-precinct A and E is not compromised by heavy vehicle traffic travelling from Sub-Precinct G.
- (21) Promote the integration of public transport facilities within the metropolitan centre and wider precinct while supporting the compact intensive development urban growth of Sub-precinct A.
- (22) Provide for storm water mitigation and passive recreational opportunities by requiring developments to provide public open spaces, predominantly in Sub-precinct F, and riparian margins in accordance with the Westgate Precinct: Precinct plan 1.
- (23) Require development to be consistent with the Tōtara integrated catchment management plan.

The zone, Auckland-wide and overlay policies apply in this precinct except as specified above.

I615.4. Activity table

The provisions in the zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below.

Table I615.4.1 specifies the activity status of activities in the Westgate Precinct.

Table I615.4.1: Activity table Sub-precincts A, B, C, D, E

Activity		Activity status				
		Sub-precinct A	Sub-precinct B	Sub-precinct C	Sub-precinct D	Sub-precinct E
Use						
Commerce						
(A1)	Integrated retail development	P	NC	NC	NC	RD
(A2)	Marine retail	NC	P	D	NC	P
(A3)	Motor vehicle sales	NC	P	D	NC	NC

(A4)	Retail greater than 450m ² gross floor area per tenancy	P	P	P	NC	P
(A5)	Retail in Sub-precinct E up to total gross floor area of 44,200m ²	NA	NA	NA	NA	P
(A6)	Retail in Sub-precinct E greater than total gross floor area of 44,200m ²	NA	NA	NA	NA	RD
(A7)	Service stations on arterial roads	NC	NC	P	D	NC
(A8)	Trade suppliers	NC	P	P	NC	P
Industry						
(A9)	Industrial activities	NC	NC	NC	NC	NC
(A10)	Light manufacturing and servicing	NC	P	P	NC	NC

Table I615.4.2 Development - Sub-precincts A, B, C, D, E and F

Activity		Activity status
Development		
(A11)	Buildings	RD
(A12)	Any vehicle access to Fred Taylor Drive, other than through the strategic access points identified in precinct plan 2, or left in left out access points on Fred Taylor Drive.	D
(A13)	Earthworks greater than 2500m ²	RD
(A14)	Public open spaces	RD
(A15)	Roads and pedestrian linkages	RD
(A16)	Vehicle access ways	RD
(A17)	Stormwater controls in accordance with the integrated catchment management plan and relevant network discharge consents	RD

I615.5. Notification

- (1) Any application for resource consent for an activity listed in Tables I615.4.1 and I615.4.2 Activity tables above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

I615.6. Standards

The zone, Auckland-wide and overlay standards apply in this precinct unless otherwise specified below.

All activities listed in Table I615.4.1 must comply with the following standards.

I615.6.1. Activity thresholds in Sub-precinct A

- (1) Retail and entertainment facilities must not exceed 40,000m² gross floor area, until a minimum 4000m² gross floor area of other activities listed as permitted in the activity table for this Sub-precinct (excluding retail and entertainment activities) is established.
- (2) For every additional 10,000m² gross floor area of retail and entertainment facilities, 4000m² gross floor area of other activities listed as permitted activities in the activity table for this Sub-precinct (excluding retail and entertainment activities) must be provided.
- (3) Individual retail units must not exceed 9000m² gross floor area.
- (4) Outdoor retail activities must not exceed 60 per cent of the total area used by that activity.
- (5) Retail which is a component of mixed use is to be included within the total retail area for the Sub-precinct.
- (6) Any activity that does not comply with I615.6.1(1),(2),(3),(4) or (5) is a non-complying activity.

I615.6.2. Activity thresholds Sub-precinct B

- (1) Retail and commercial services may be established in tenancies less than 400m² up to a total of 10 per cent of existing gross floor area of Sub-precinct B.
- (2) All other tenancies must have a minimum gross floor area of 400m².
- (3) Individual tenancies must not exceed 15,000m² gross floor area.
- (4) Any activity that does not comply with I615.6.2(1), (2) or (3) is a non-complying activity.

I615.6.3. Activity thresholds Sub-precinct C

- (1) Supermarkets:
 - (a) one only and must be located within the south-eastern street block adjoining Fred Taylor Drive; and
 - (b) the supermarket must not exceed 5500m² gross floor area.
- (2) Large format retail and trade suppliers may be located adjacent to Fred Taylor Drive north of the intersection with Don Buck Road. Large format retail and trade suppliers within the Sub-precinct must not exceed 22,000m² total gross floor area.

- (3) All other retail activities in the Sub-precinct must not exceed 4000m² total gross floor area.
- (4) Individual retail units must not exceed 9000m² gross floor area.
- (5) Residential activities on the ground floor must not exceed 30 per cent gross floor area of the Sub-precinct.
- (6) Outdoor retail activities must not exceed 60 per cent of the total area used by that activity.
- (7) Development that does not comply with I615.6.3(1),(2),(3),(4),(5) or (6) is a non-complying activity.

I615.6.4. Activity thresholds Sub-precinct D

- (1) At least 60 dwellings must be provided per ha (net) in Sub-precinct D.
- (2) Development that does not comply with I615.6.4(1) is a non-complying activity.

I615.6.5. Activity thresholds Sub-precinct E

- (1) Until such time as buildings totalling no less than 44,200m² total gross floor area are constructed and operating in Sub-precinct A:
 - (a) retail development in Sub-precinct E must not exceed 44,200m² total gross floor area; and
 - (b) additional retail development up to 44,200 gross floor area in Sub-precinct E must comprise no more than 5000m² gross floor area of tenancies of 400m² gross floor area or less, of which no less than 750m² gross floor area must be located on the key retail frontage to a depth of 20m and the balance may comprise redevelopment of existing buildings.
- (2) Retail development exceeding the thresholds I615.6.5(1) is a restricted discretionary activity.
- (3) The thresholds in I615.6.5(1) will cease to apply to retail development in Sub-precinct E when buildings totalling no less than 44,200m² total gross floor area are constructed and operating in Sub-precinct A. For the purposes of this threshold, gross floor area does not include any park-and-ride, parking or public open spaces in Sub-precinct A.
- (4) Individual retail units must not exceed 9000m² in gross floor area.
- (5) Outdoor retail activities must not exceed 60 per cent of the total area used by that activity.
- (6) Retail which is a component of mixed use is to be included within the total retail area for the Sub-precinct.
- (7) Development that does not comply with I615.6.5(4),(5) or (6) is a non-complying activity.

I615.6.6. Building height

(1) Buildings must not exceed the height and storey limits specified in Table I615.6.6.1.

(2) Development that does not comply with I615.6.6(1) is a discretionary activity.

Table I615.6.6.1 Height

Zone	Maximum height	Maximum number of storeys
Business - Mixed Use Zone	32.5m <u>34.5m</u>	8- <u>10</u> storeys
Business - General Business Zone	32.5m	8 storeys
Residential - Terrace Housing and Apartment Buildings Zone	32.5m <u>34.5m</u>	8- <u>10</u> storeys

I615.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I615.8. Assessment – restricted discretionary activities

I615.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the zone, Auckland wide, or overlay provisions:

(1) Any buildings or development:

- (a) the matters of discretion in [H13.8.1\(3\)](#) of the Business – Mixed Use Zone rules for new buildings and additions to buildings not otherwise provided for apply;
- (b) building interface with the public realm;
- (c) design, location and scale; and
- (d) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.

(2) Subdivision:

- (a) design, location and scale; and
- (b) the proposed subdivision layout relative to the overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.

(3) Retail in Sub-precinct E greater than total gross floor area of 44200m²

- (a) design, location and scale; and

- (b) development integration with Sub-precinct A.
- (4) Earthworks greater than 2500m²;
 - (c) the location and design earthworks and land contours relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, and infrastructure location.
- (5) Public open space:
 - (a) the location, physical extent and design of the open space relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
- (6) Stormwater management devices:
 - (a) the location, capacity and design of the stormwater management devices relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
 - (b) staging and funding of infrastructure and services
- (7) Vehicle access:
 - (a) the matters of discretion set out in [E27.8.1\(12\)](#) Auckland-wide Transport; and
 - (b) the location and design of the vehicle access relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
- (8) Roads and pedestrian linkages:
 - (a) the location, physical extent and design of the roads and pedestrian linkages relative to overall development, including the layout and design of open spaces, earthworks areas and land contours, and infrastructure location.
 - (b) integration of roads and pedestrian linkages with neighbouring areas, including integration of the transport network with the transport network of the wider area.
 - (c) staging of development and the associated lapse period for applicable resource consents
 - (d) staging and funding of infrastructure and services
- (9) Subdivision in Sub-precinct G:

- (a) the proposed subdivision layout relative to the overall development and adjacent precincts, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.

I615.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the zone, Auckland-wide or overlay provisions:

(1) Design location and scale:

(a) Whether the building design:

- (i) enables a community that models sustainability, particularly the principles of passive solar design and walkable neighbourhoods;
- (ii) achieves a character and appearance that will ensure a high standard of amenity values and avoid conflicts between activities within and between Sub-precincts;
- (iii) avoids monotonous built form when viewed from public open space through variation in building footprints, height and form;
- (iv) enhances and activates proposed open space areas within the site;
- (v) enhances the form and function of existing and proposed streets, and lanes (including through site links) within and outside of the site;
- (vi) maximises views, outlook and sunlight access for future site occupants; and
- (vii) incorporates existing views and natural features, including the natural landscape qualities of the environment adjacent to the riparian areas.

(b) Whether activities, buildings, driveways, carparking and other development is of a size, location, scale and design that will accommodate the proposed activity and complement the character of buildings and development of adjoining land, having regard to the existing and potential use(s) as identified in the Westgate Precinct: Precinct plans 1 and 2;

(c) Whether outdoor storage areas are located, designed or screened to avoid creating adverse visual and odour effects on pedestrian amenity, roads and adjoining sites;

(d) Whether redevelopment of, or additions and alterations to, existing buildings complements the existing and proposed character of Sub-precincts A and E having regard to:

- (i) the architectural elements of the building which contribute to its character, such as cladding and fenestration;

- (ii) the visual appearance of the development from the road reserves; and
 - (iii) amenity values and neighbourhood character.
 - (e) Whether a resource consent for a building details the extent to which the proposed finished contour levels across the subject land area will avoid variations between the ground floor level of future buildings and adjoining existing and proposed public open space;
 - (f) Whether the proposed building or subdivision layout relative to the location of infrastructure servicing the area and open space results in an integrated network that is adequate to meet the needs of the overall development area; and
 - (g) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct
- (2) Integrated development:
- (a) Whether any proposed building or subdivision is consistent with the Westgate Precinct: Precinct plans 1 and 2;
 - (b) Whether the proposal for a building or subdivision consent demonstrates that it will not compromise the ability of the metropolitan centre to support an efficient public transport system;
 - (c) Whether areas of open space, planting and streetscape treatment are used to offset the visual impact of buildings and development;
 - (d) Whether the site is of an adequate size to accommodate the proposed activity and any proposed Sub-precinct A and E activities together with associated car parking, landscape treatment and any other facilities;
 - (e) Whether the proposed development makes the most efficient use of the land resource with the use of shared facilities between similar activities both on adjoining sites and in the vicinity;
 - (f) Whether an application for retail in Sub-precinct E exceeding the thresholds in I615.6.5 above provides details of how the proposal will:
 - (i) contribute to the amenity of the key retail frontage in Sub-precinct E and promote the development of pedestrian linkages between Sub-precinct A and E; and
 - (ii) reinforce the development of a compact, pedestrian oriented retail core in Sub-precinct A.
 - (g) Whether the bulk and scale of individual retail activities provides retail diversity, and urban amenity.

- (h) The extent to which an application for retail in Sub-precinct E exceeding the thresholds addresses any adverse effects identified in a peer reviewed analysis of adverse effects on retail diversity and urban amenity;
 - (i) The extent to which areas of public open space are to be developed to meet the demand of future occupants of the precinct and be of a high quality, providing for public use and accessibility, views, sunlight access and wind protection;
 - (j) The extent to which development defines the corner of the Rua Road and Fred Taylor Drive intersection including:
 - (i) building mass emphasising the corner;
 - (ii) the building is articulated to provide visual interest; and
 - (iii) the corner is designed with an active edge that appropriately contributes to pedestrian safety and amenity.
 - (k) Whether community facilities are located in a place that offers visual prominence and is easily accessible for pedestrians and public transport users;
 - (l) Whether the location of infrastructure servicing the area, and open space, results in an integrated network that is adequate to meet the needs of the overall development area; and
 - (m) The extent to which consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (3) Transport:
- (a) Where any building or subdivision requires a transport management plan whether that plan addresses the following:
 - (i) the location and design of roads and pedestrian connections in accordance with Westgate Precinct: Precinct plans 1 and 2;
 - (ii) roads and transport systems upgraded between and around Sub-precinct A and E, to enable efficient and safe transport movements having regard to traffic generation within the precinct as a whole. This includes any temporary measures or staging as development progresses;
 - (iii) development integrated with a safe, convenient and attractive pedestrian access across Fred Taylor Drive, taking into account any staging of development;
 - (iv) the layout and design of streets and public lanes to be well-connected, attractive, efficient and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, carparking,

infrastructure services street-tree planting, and landscape treatment in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards;

- (v) the roading network provides a highly inter-connected roading system to reduce trip distances and to improve local accessibility to community facilities, reserves, public transport facilities and the town centre core;
- (vi) the provision of public transport facilities, including a public transport interchange, taxi stops and bus stops. The transport interchange to be visually prominent, safe and easily accessible for pedestrians and public transport users;
- (vii) development designed and sequenced to integrate the land uses with transport systems including provision for public transport; within and between sub-precincts and the wider regional transport catchment, having regard to the particular characteristics of the proposal and its surrounding environment;
- (viii) an integrated transport assessment methodology developed in consultation with Auckland Transport and the New Zealand Transport Agency is used for major trip generating activities;
- (ix) traffic generation from proposed activities including assessment of adverse effects on:
 - 1. the capacity of roads giving access to the site;
 - 2. the safety of road users including cyclists and pedestrians; and
 - 3. neighbourhood character.
- (x) the park-and-ride must be accessible for public transport users and deliver a safe and secure environment for users. Its location can change as the town develops further, including the option to deliver such use within a parking structure.

(4) Infrastructure:

- (a) Where buildings or subdivision require an Infrastructure Management Plan, whether that Plan addresses the following:
 - (i) the extent to which stormwater, wastewater, water supply, electricity and telecommunication infrastructure will be provided to adequately service the nature and staging of anticipated development within the subject land area;
 - (ii) the extent to which proposed location of built form, public open space and stormwater management infrastructure provides for the establishment of future stormwater management features which incorporate low impact stormwater design principles and improved water quality systems;

- (iii) the design and location of street lighting to assist in creating and enhancing a consistent and safe character throughout the precinct with an integrated approach to Sub-precincts A and E as a whole;
- (iv) the design of streets and public lanes to conserve land and encourage walkability by using minimal dimensions for carriageways and integrating service lines beneath footpaths or parking bays;
- (v) infrastructure for stormwater, wastewater and water supply designed to ensure techniques are used to minimise water use stormwater runoff and wastewater generation;
- (vi) provision for stormwater management and land use meeting the requirements of the relevant network discharge consent;
- (vii) stormwater retention and treatment facilities designed to retain in-stream ecological values and add additional habitat (e.g. wetlands) where possible; and
- (viii) development retaining and enhancing riparian margins and providing protection. Any reduction in the riparian margins and indicative open space does not compromise the Totara Integrated Catchment Management Plan.

(5) Vehicle access:

- (a) the assessment criteria in clause [E27.8.2 \(11\)](#)- Auckland-wide Transport apply.

(6) Roads and pedestrian linkages:

- (a) whether roads and pedestrian linkages are located generally in the location identified in the precinct plan;
- (b) whether the location of the roads and pedestrian linkages relative to the location of infrastructure servicing the area and open space results in an integrated and efficient network that is adequate to meet the needs of the overall development area including connections to existing and future roads and pedestrian linkages; and
- (c) whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

(7) Earthworks greater than 2500m²:

- (a) whether the earthworks, including bulk earthworks for the provision of infrastructure and the final contouring of land should be consistent with the scale of development;
- (b) Whether the finished land contours and scale of the earthworks are commensurate with the amenity anticipated in the precinct;

- (c) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

(8) Public open space:

- (a) whether open space areas are located generally in the location identified in the precinct plan;
- (b) whether the location, physical extent and design of the open space areas are likely to meet the needs, including future needs of the local community; and
- (c) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

(9) Stormwater management devices:

- (a) whether the location and design of the stormwater management devices is consistent with the integrated catchment management plan and relevant network discharge consents;
- (b) Whether the location of the stormwater management devices relative to the location of infrastructure servicing the area and open space results in an integrated network that is adequate to meet the needs of the overall development area; and
- (c) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

(10) Subdivision in Sub-precinct G:

- (a) whether roads and pedestrian linkages are generally in the location identified in the precinct plan;
- (b) whether the location of the roads and pedestrian linkages relative to the location of infrastructure servicing the area and open space results in an integrated and efficient network that meets the needs of the overall development area, including connections to existing and future roads and pedestrian linkages; and
- (c) whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

I615.9. Special information requirements

- (1) An application for subdivision and development must be accompanied by the following information as a minimum:

(a) plans showing:

- (i) The overall context of the subject land area relative to existing development, public open space and any approved development. To the extent possible, the context must consist of a minimum of two full blocks surrounding all edges of the subject land area;
- (ii) the exact boundaries between the sub-precinct and adjoining sub-precincts and areas to be developed;
- (iii) the relationship of proposed site contours to existing and proposed streets, lanes, and existing and proposed public open space;
- (iv) building footprints relative to existing and proposed streets, lanes and public open space;
- (v) the location and layout of proposed public open space areas (within the control of the landowner or leaseholder), including the general location of soft and hard landscaping areas, such as pocket parks, plazas and linking spaces that meets the demand of future occupants of the site and complements the surrounding public open space network;
- (vi) the general location of vehicle access, car parking areas and loading areas; and
- (vii) the location and function of pedestrian, cycling and vehicle routes to and within the site, and their relationship to other surrounding pedestrian, cycling and vehicle routes. This must include representative street and lane cross sections showing the width of footpaths, cycle paths and traffic lanes.

(b) plans showing the location and design of the following:

- (i) natural features such as native vegetation and riparian margins to be retained or enhanced;
- (ii) areas to be developed for stormwater treatment and detention purposes that are consistent with the relevant network discharge consent;
- (iii) proposed town square in Sub-precinct A;
- (iv) landscaping and street design for the Sub-precinct;
- (v) all bus stops;
- (vi) car parking, and, where relevant, loading or service bays for all proposed activities; and
- (vii) main street vehicular and pedestrian connections to the existing Westgate Shopping Centre (Sub-precinct E).

(c) proposed building profile and height as viewed from all existing and proposed street and lane frontages and existing and proposed public

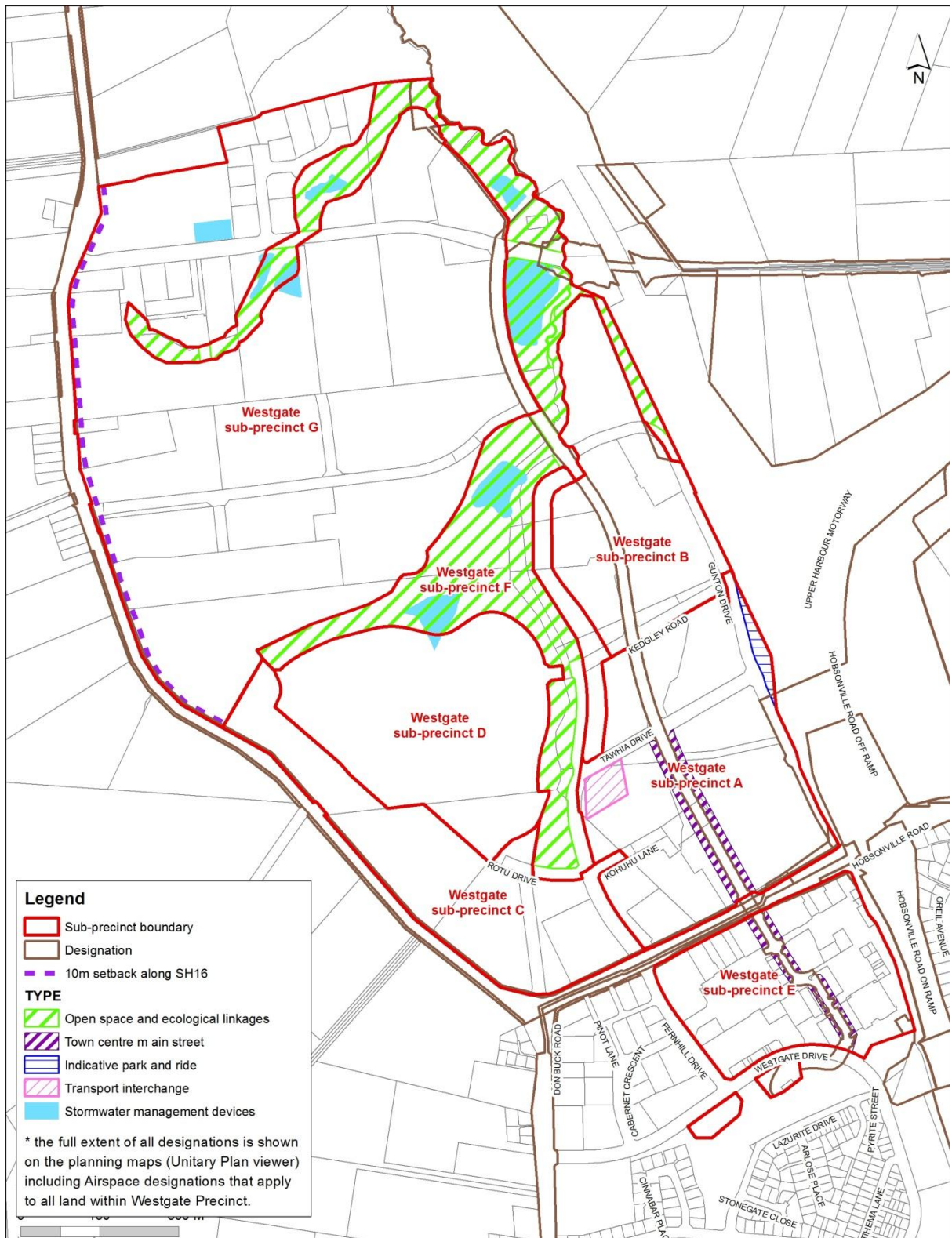
open spaces. Proposed building profiles should include two dimensional and three dimensional building block elevations and building cross sections showing:

- (i) overall building form and height (as opposed to detailed design);
 - (ii) indicative proposed floor to floor heights of each building storey;
 - (iii) areas at ground level adjoining public open space intended to be available for active uses; and
 - (iv) areas of walls likely to contain windows for principal living areas of accommodation units to demonstrate how the outlook space development control will be met.
- (d) the general location of activity types which have potential to influence the staging and design of development across the subject land area including accommodation and entertainment uses;
- (e) proposed staging of demolition, earthworks and building and works development, including the staging of proposed public open space;
- (f) an indicative layout of proposed sites including the design of a street grid block layout;
- (g) an assessment of how the precinct will be integrated visually, and by vehicular, public transport, pedestrian, bicycle and open space networks, with adjoining land and precincts and, where relevant, both the existing and re-aligned Fred Taylor Drive; generally in accordance with Westgate Precinct: Precinct Plan 1;
- (h) a transport management plan prepared including traffic modelling and any staging of development necessary to coordinate with delivery of transport networks, such as but not limited to, the realignment of Fred Taylor Drive;
- (i) an infrastructure management plan.
- (2) Applications for subdivision and development where the applicant does not own or have an interest in all the land within the precinct:
- (a) where the applicant does not own or have an interest in all the land within the Sub-precinct, then the consent is only required for the land within the precinct that the applicant owns or has an interest in;
 - (b) for that part of the Sub-precinct that the applicant does not own or have an interest in, a general outline will be acceptable, provided the outline:
 - (i) includes information about any development proposals, including any other approved subdivision and development consents for the Sub-precinct to which the application relates;

- (ii) addresses all relevant matters in I615.9.(1) with as much information as can reasonably be obtained having made reasonable enquiries
 - (iii) details to determine that adequate transport connections are made across the entire precinct, including connections to the surrounding road network;
 - (iv) the location and design of roads and pedestrian networks shown on the Precinct plan 1, where those roads and pedestrian networks relate to the precinct to which the applicant's proposed subdivision consent relates to;
- (c) any additional roads and/or pedestrian networks or any amendments to be made to the roading and pedestrian network proposed to Westgate Precinct: Precinct Plan 1 and 2.

I615.10. Precinct plans

I615.10.1. Westgate Precinct plan 1



I615.10.2. Westgate Precinct plan 2 - conceptual road network

