

SINTON ROAD - CLARKS LANE NEIGHBOURHOOD PLAN

JULY 2024





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CONTENTS

INTRODUCTION	5
SINTON ROAD - CLARKS LANE NEIGHBOURHOOD PLAN AREA	6
AUCKLAND REGIONAL CONTEXT	7
NORTH-WESTERN AUCKLAND CONTEXT & AMENITIES	8
OPERATIVE ZONING	10
WHENUAPAI STRUCTURE PLAN 2016	11
PLAN CHANGE 5	14
VARIATION 1 TO PLAN CHANGE 5	15
NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020	16
AUCKLAND FUTURE DEVELOPMENT STRATEGY 2023-2053	17
FDS INFRASTRUCTURE PREREQUISITES + NORTH WEST TRANSPORT PROJECTS	18
NEIGHBOURHOOD PLAN AREA AERIAL	20
NEIGHBOURHOOD PLAN AREA ZONING MAP	21
WIDER SETTING	22
TOPOGRAPHY	23
HYDROLOGY AND ECOLOGY	24
COASTAL HAZARDS	25
MANA WHENUA VALUES	26
BUILT FORM CHARACTER	27
STREETSCAPE CHARACTER	28
COASTAL CHARACTER	29
LANDSCAPE & VEGETATION	30
ACCESS & MOVEMENT	31
HISTORIC HORTICULTURAL LAND USE	32
STRENGTHS, WEAKNESSES, OPPORTUNITIES & CONSTRAINTS	34
KEY DESIGN PRINCIPLES	35
NEIGHBOURHOOD PLAN	36

INTRODUCTION

Cabra Developments Ltd (‘Cabra’) are the owners of 10, 14 and 16 Sinton Road and 15 Clarks Lane, Whenuapai. These properties are zoned Future Urban (‘FUZ’) in the Auckland Unitary Plan (Operative in Part) (‘AUP’). Cabra intend to apply for a Private Plan Change (‘PPC’) application to give those properties live urban zonings.

As a precursor to the PPC, Cabra and its consultant team have undertaken a neighbourhood planning process to assist in determining, amongst other matters:

- What is the appropriate extent of the area to be given live urban zoning via the PPC?
- What is the appropriate arrangement of land uses within the area?
- What supporting elements (for example, infrastructure and open space) are needed to support urbanisation of the land?

This document – the Sinton Road and Clarks Lane Neighbourhood Plan - is the output of that neighbourhood planning process. It shows the physical and strategic context of the area and synthesizes these into a Neighbourhood Plan map which shows recommended land uses and supporting spatial features.

The neighbourhood planning process has been informed by the Regional Policy Statement Appendix 1 Structure plan guidelines of the AUP, the seven design qualities (‘7Cs’) of the New Zealand Urban Design Protocol 2005, the attributes of a well-functioning urban environment as defined in Policy 1 of the National Policy Statement on Urban Development 2022 (‘NPS-UD’), and the key objectives of Auckland Council’s Whenuapai Structure Plan 2016.

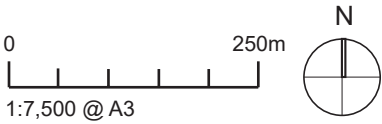
The Neighbourhood Plan is structured to summarise the wider strategic context and the relevant characteristics of the Neighbourhood Plan Area itself. This is followed by a Design Response, which includes: a review of the Strengths, Weaknesses, Opportunities and Constraints of the Neighbourhood Plan Area to development; Key Principles; and the Neighbourhood Plan map. Boffa Miskell Ltd (‘BML’) has led the preparation of the Neighbourhood Plan, with expert input from the following consultants:

- Planning - Forme Planning;
- Engineering - Capture Land Development Consultants;
- Transport - Commute Transportation Consultants;
- Ecology - Viridis;
- Aboricultural - Arbor Connect;
- Economics - Formative;
- Mana whenua engagement and open space - WLA;
- Acoustics - Styles Group;
- Coastal Hazards - SLR Consulting;
- Masterplanning - DKO Architecture;
- Geotechnical and contamination - ENGEO;
- Archaeology - Archaeology Solutions; and
- Landscape planning - LA4 Landscape Architects.

In undertaking this neighbourhood planning process, BML has visited the Neighbourhood Plan Area (including the Cabra landholding) and the wider surrounding area, undertaken a desk top analysis of aerial photographs and GIS information, mapped all relevant spatial information, and reviewed consultant team expert reporting and analysis relevant on the Neighbourhood Plan Area. BML has also reviewed the following planning and strategic documents:

- the Resource Management Act 1991 (‘RMA’), including the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021;
- the New Zealand Coastal Policy Statement (‘NZCPS’);
- the National Policy Statement on Urban Development (‘NPS-UD’);
- the Auckland Plan 2050;
- the Upper Harbour Local Board Plan 2023;
- the Whenuapai Structure Plan 2016 (and supporting assessment reports, including the Te Kawerau a Maki Cultural Values Assessment for the Structure Plan);
- the Auckland Future Development Strategy 2023-2053; and
- relevant sections of the AUP including RPS chapters B2 Urban Growth and Form, B8 Coastal Environment, B10 Environmental Risk, and the RPS Appendix 1 Structure plan guidelines.

SINTON ROAD - CLARKS LANE NEIGHBOURHOOD PLAN AREA

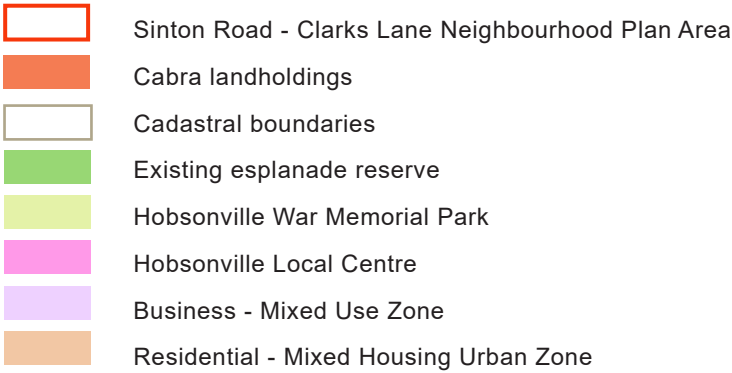


The plan at right shows the Sinton Road and Clarks Lane properties owned by Cabra and the wider area of study around those properties – the Sinton Road - Clarks Lane Neighbourhood Plan Area.

The Sinton Road – Clarks Lane Neighbourhood Plan Area has an overall size of approximately 114ha. It is located on a peninsula of land, which includes Hobsonville Point and Scott Point, that extends out into the Upper Waitematā Harbour. The Royal New Zealand Airforce Whenuapai Airbase is directly to the north-west of the Area on Brigham Creek Road. State Highway 18 ('SH18') / the Upper Motorway, opened in 2007, extends through the Neighbourhood Plan Area. Land to the south of SH18, including Hobsonville Point and Scott Point, has been undergoing urbanisation over the last twenty year period. Land to the north of SH18, while zoned FUZ, currently remains in a largely rural condition, with the exception of the substantial area of land taken up by the national infrastructure asset of the Whenuapai Airbase and commercial and residential development in and around Hobsonville Local Centre.

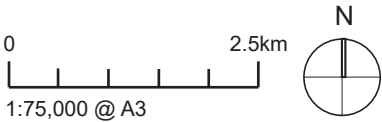
The boundaries of the Neighbourhood Plan Area have been aligned with logical geographic and physical features. This includes an approximately 2.2km length of coastline to the Upper Waitematā Harbour comprising the Waiarohia Inlet to the north-west and Wallace Inlet to the north-east. Brigham Creek Road forms a boundary to the south, and Hobsonville Road to the south and south-east. The Neighbourhood Plan Area has been the key area of focus and inquiry. Consistent with good practice, the design team have also considered factors and influences from the wider surrounding area as and where relevant to the analysis.

The Neighbourhood Plan Area includes land to the south of SH18 which is already 'live' zoned, taking in, for example, the Hobsonville Local Centre. This is in order to understand how future development of FUZ land directly to the north can integrate in a positive manner with this existing urban area and deliver a well-functioning urban environment.

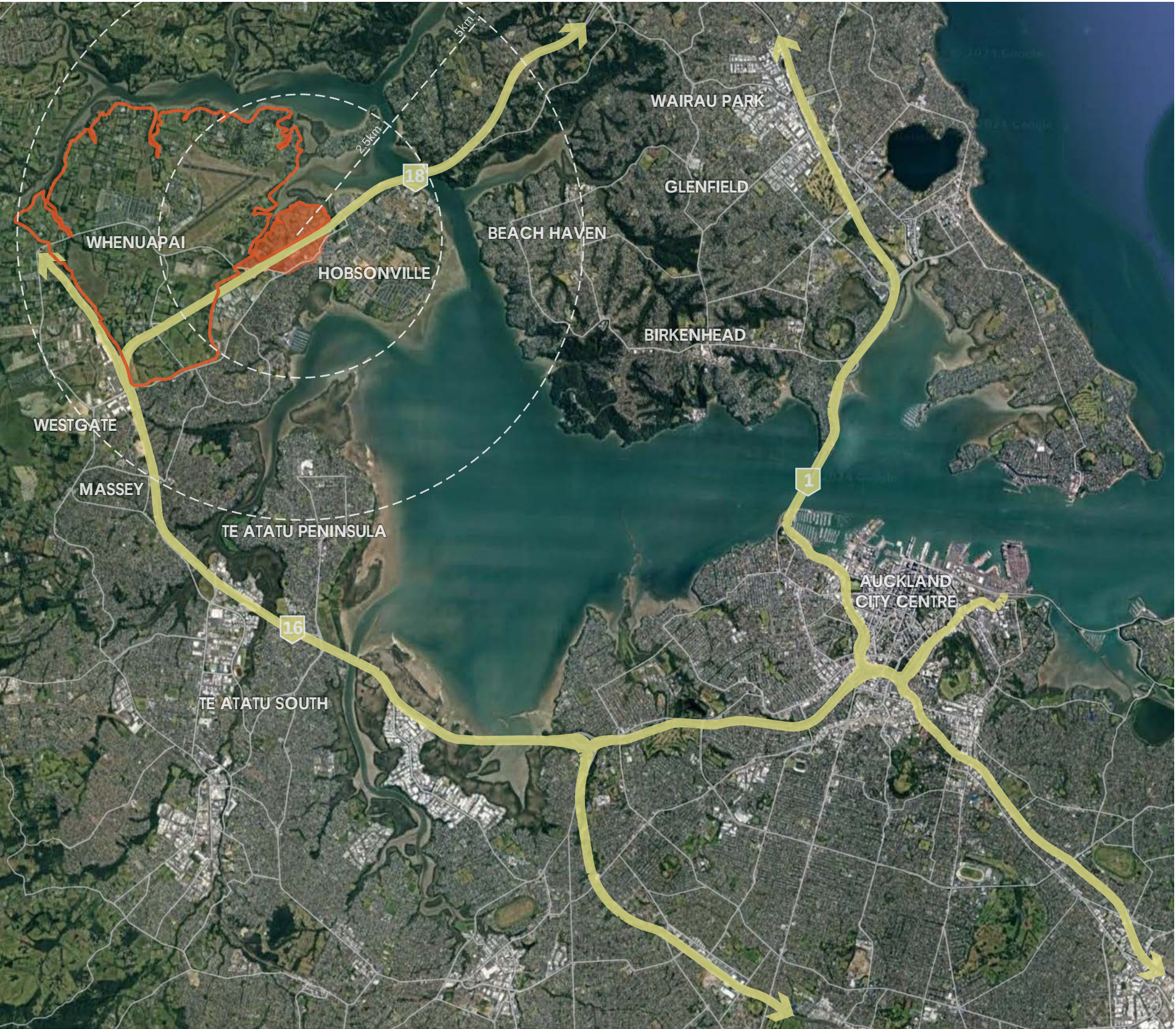


AUCKLAND REGIONAL CONTEXT

The Sinton Road – Clarks Lane Neighbourhood Plan Area is approximately 11.5km to the north-west of Auckland City Centre, being 19.5km via State Highway 16 ('SH16') and SH18 - 2.7km north-east of the turn-off of SH18 from SH16. SH18 divides the land in the northern part of the Neighbourhood Plan Area which is zoned FUZ, from that on the southern side of the motorway which has live urban zoning. The northern part of the Neighbourhood Plan Area is within the Whenuapai Structure Plan 2016 area, which is discussed in detail within this report (refer pages 12-14). The southern part of the Neighbourhood Plan Area is within the Hobsonville Corridor Precinct within the AUP.



-  Sinton Road - Clarks Lane Neighbourhood Plan Area
-  Whenuapai Structure Plan Boundary 2016
-  Motorway network



NORTH-WESTERN AUCKLAND CONTEXT & AMENITIES

The Sinton Road – Clarks Lane Neighbourhood Plan Area is just over 3km north-east from the Westgate Metropolitan Centre and approximately 2.5km east of Whenuapai Local Centre. Hobsonville Local Centre is within the Neighbourhood Plan Area, south of SH18. The Clarks Lane Footbridge provides direct pedestrian access over SH18. This places the northern half of the Neighbourhood Plan Area within a 10-15 minute walk of the Local Centre and existing Hobsonville Road bus services.

Existing bus routes 112, 114 and 120 along Hobsonville Road are approximately every half hour during peak times. These travel (variously) between Hobsonville Ferry, Constellation Station and Westgate Metropolitan Centre. From the latter, the WX1 route travels into Auckland City Centre every 10 minutes 7am-7pm weekdays and the 11T and 11W routes travels to the City Centre every 15m minutes via Pt Chevalier and Grey Lynn, providing convenient access to Downtown Auckland. As is discussed later in this document, there are planned improvements to Hobsonville Road which include increased bus frequencies and improved walking and cycling outcomes.

There are a number of primary and secondary schools within a 3km radius of the Neighbourhood Plan Area. There are four existing or planned public open spaces within or directly adjoining the Area. These are:

- the Hobsonville War Memorial Park, adjoining the Local Centre, which includes sports fields and a children’s playground;
- the coastal esplanade strip of Clarks Lane Reserve, currently not accessible by public road or walkway;
- two sites purchased by Auckland Council for future open space purposes; and
- Waiarohia esplanade reserve located at the western end of the tributary, also currently inaccessible to the public.

One of the sites purchased by Auckland Council is 17a Clarks Lane. This is a 0.4ha lot centrally located at the intersection of Clarks Lane and Sinton Road within the northern half of the Neighbourhood Plan Area. The other is 161 Brigham Creek Road. This is a 16ha site directly to the south-west of the Neighbourhood Plan Area which it is understood was purchased with the intention of serving the recreational needs of the wider Upper-Harbour and Henderson Massey Local Board areas.

Employment and industrial areas within the immediate and wider surrounds include the Westgate Industrial Area, industrial land adjoining Whenuapai Local Centre, the new and developing industrial areas of the 52ha Spedding Road Block, and land within the Hobsonville Corridor.

Sinton Road - Clarks Lane Neighbourhood Plan Area

Commercial Centres

Motorway network

Bus Route 120

Bus Route 114

School

Ferry Terminal

Clarks Lane Footbridge

1

Whenuapai Local Centre

2

Whenuapai Airbase

3

Hobsonville Point Ferry

Employment / Industrial Areas

Bus Route 112

Bus Route 11T/11W

Bus Route WX1

Open Space / Parks (existing)

Open Space / Parks (proposed)

4

Hobsonville Local Centre

5

West Harbour Ferry

6

Westgate Metropolitan Centre

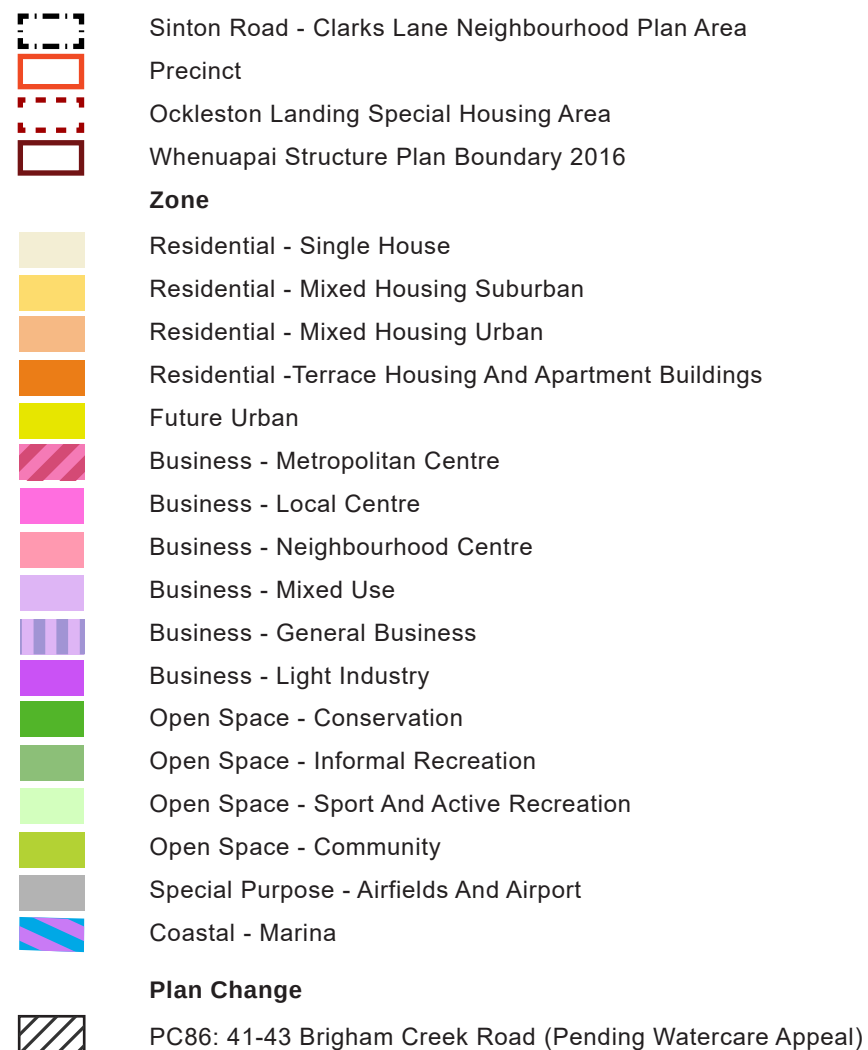


OPERATIVE ZONING

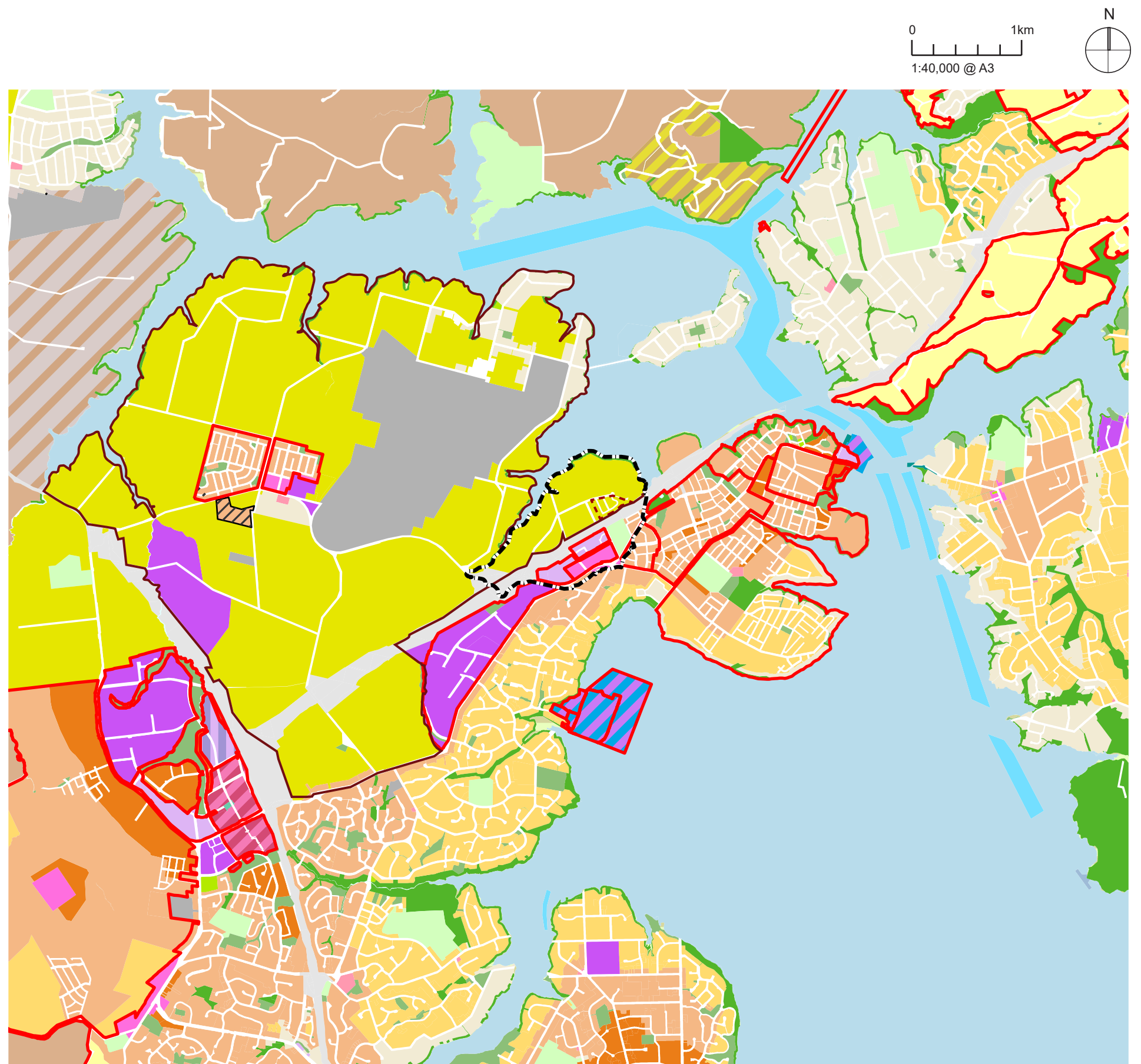
The FUZ portion of the Sinton Road - Clarks Lane Neighbourhood Plan Area (which includes the Cabra landholdings) is part of a larger, contiguous area of FUZ land which falls predominantly to the north of SH16 and SH18. Whenuapai Airbase has Special Purpose – Airfields and Airport zoning. There are a number of Precincts in the wider area, including Hobsonville Point, Scott Point, Spedding Block, Whenuapai 1 and 2 Precincts, and the Hobsonville Corridor, the latter which applies to the Business - Mixed Use and Local Centre zoning within the southern half of the Neighbourhood Plan Area.

Parts of the Neighbourhood Plan Area and surrounding area are subject to AUP overlays and controls. These are shown on a zoning map at page 21 of this document.

Land to the immediate south of Whenuapai Local Centre is subject to Plan Change 86 ('PC86'). PC86 proposes to rezone land from FUZ to Residential – Mixed Housing Urban ('MHU'). This plan change was approved by independent commissioners in April 2024.



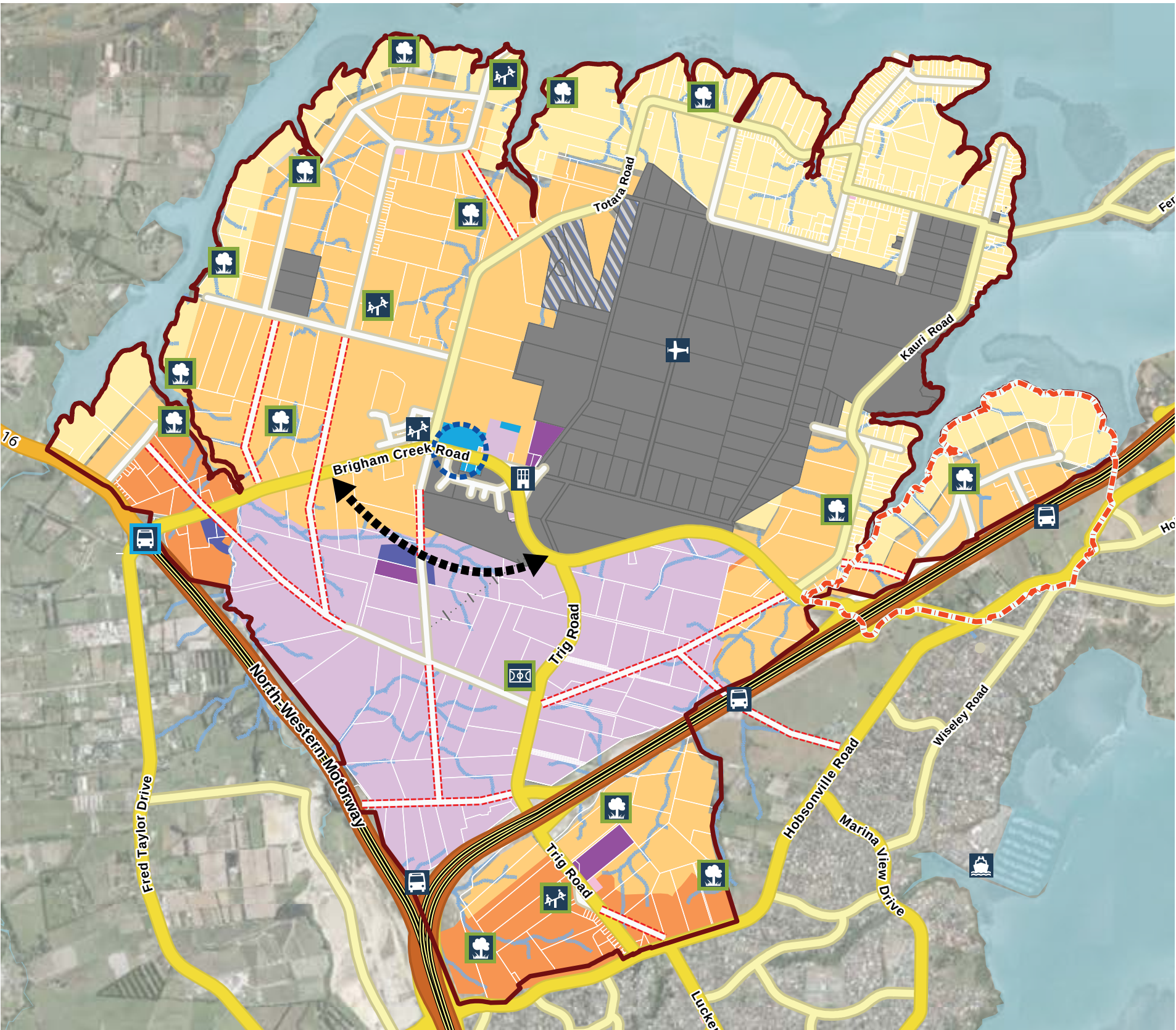
SOURCE: Auckland Council Unitary Plan maps



WHENUAPAI STRUCTURE PLAN 2016

The Whenuapai Structure Plan 2016 ('WSP') is a document which records the outcome of a structure planning process led by Auckland Council for FUZ land in the Whenuapai area. In terms of land uses, on that part of the Neighbourhood Plan Area zoned FUZ, the overall Structure Plan map shows Medium Density residential towards Hobsonville Local Centre and Low Density housing in a band along the coast - the latter responding to Council's view as to coastal erosion, coastal character, and reverse sensitivity effects on the Whenuapai Airbase. A proposed Rapid Transit Network ('RTN') route was shown along SH18, with an RTN station close to Clarks Lane.

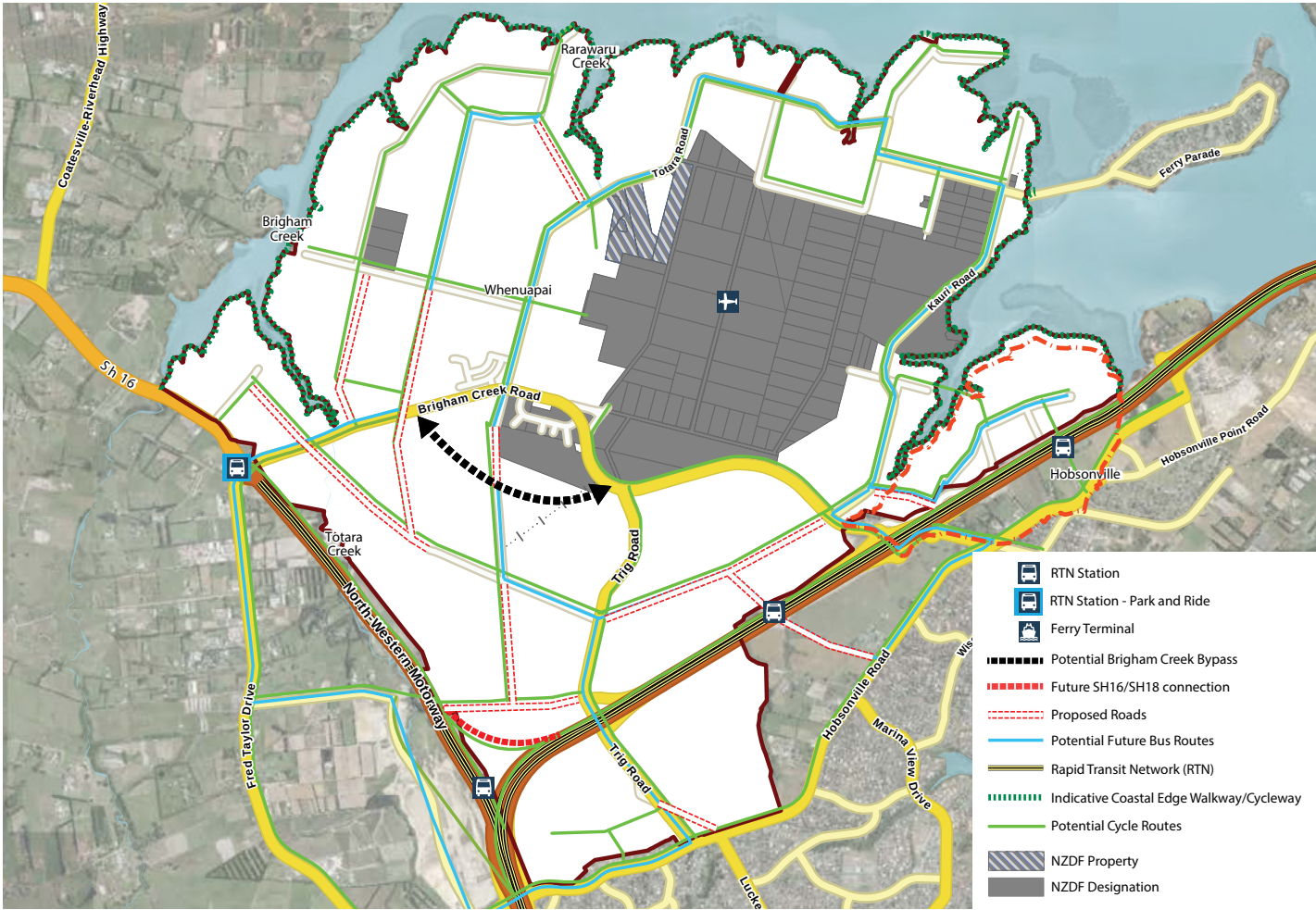
In the wider Structure Plan area, a large area of Business use land was proposed around Trig Road and Spedding Road. High Density housing was limited to directly east of Westgate Metropolitan Centre, along Hobsonville Road, and at the western end of Brigham Creek Road, around a planned RTN Station on SH16.



SOURCE: Whenuapai Structure Plan 2016

WHENUAPAI STRUCTURE PLAN 2016

TRANSPORT NETWORK & INFRASTRUCTURE



Transport Network

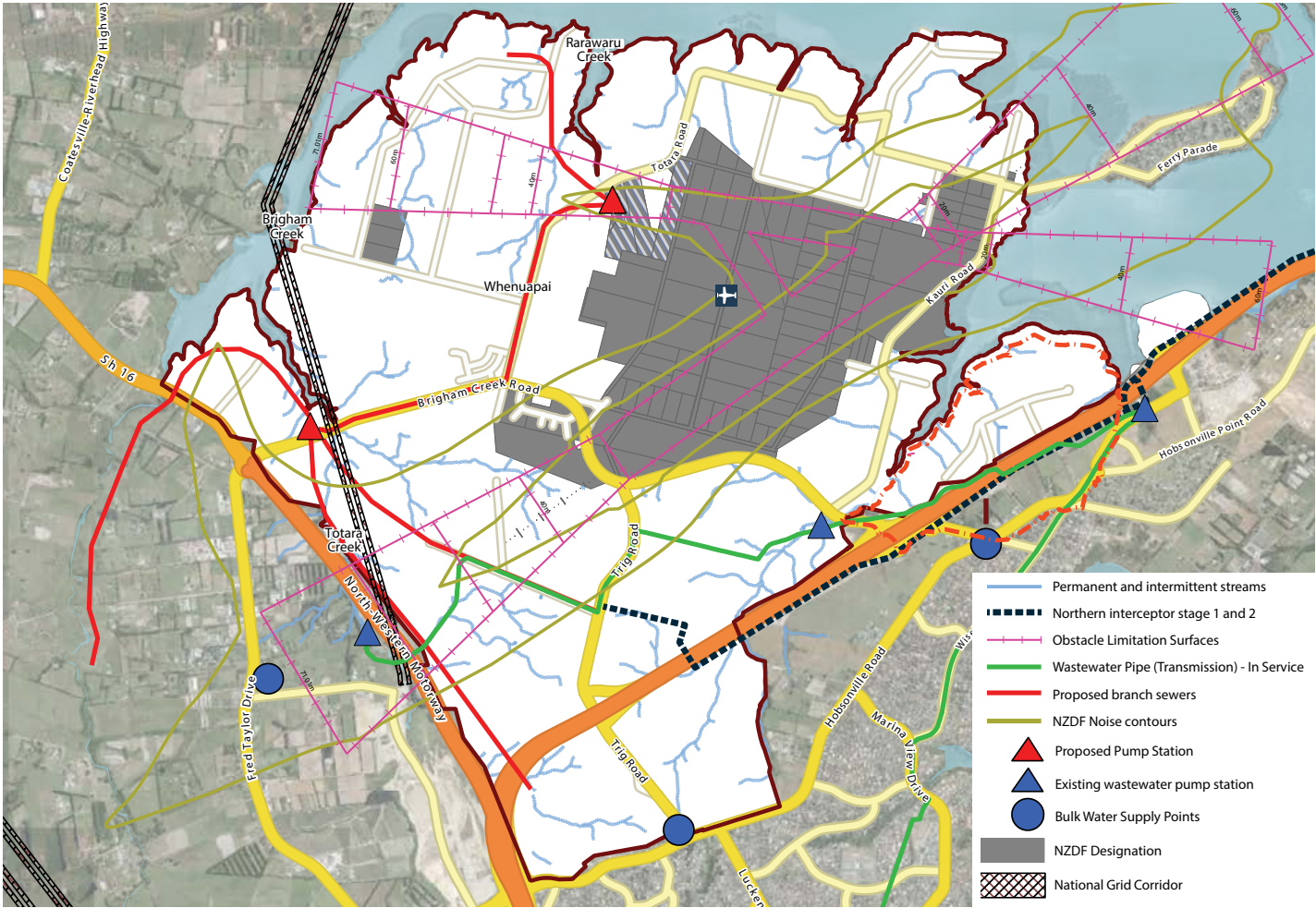
Transport projects that underpin the WSP include a coastal edge walking and cycling route along the full length of the Whenuapai coastline (which includes the Neighbourhood Plan Area's coastline). The WSP also proposed an improved walking and cycling network through the entire area, including along the Neighbourhood Plan Area's Sinton Road and Clarks Lane, and then onto Hobsonville Road and Brigham Creek Road via the Clarks Lane Footbridge.

Large transport infrastructure projects documented in the WSP are a proposed SH16-SH18 connection, intended to take pressure off Brigham Creek Road, and RTN routes, with associated stations (including one in the vicinity of Clarks Road, within the Neighbourhood Plan Area) along both SH16 and SH18. There is currently no programme by Waka Kotahi to deliver the SH16-SH18 proposed connection. The RTN route along SH18 has not been progressed. The RTN route along SH16, is in two separate projects:

- One project, between Brigham Creek Road and the city centre, and called Te Ara Hauāuru, is being led by Waka Kotahi and is currently under investigation. The preferred option for the project (decision on whether rail or bus and confirmation of station location) is expected in mid 2024. There is no currently no confirmed funding for the project.
- The other project is an extension of the RTN route from Brigham Creek Road / Westgate, north to Kumeū-Huapai. This is being led by Te Tupu Ngātahi, which is partnership between Auckland Transport and Waka Kotahi. A Notice of Requirement - NOR S3 - for the route was lodged with Auckland Council in late 2022 as part of a wider package of NORs for Northwest Auckland (discussed further later in this document).

NOR W5, recently lodged with Auckland Council, provides for a four lane arterial which provides for bus lanes along Hobsonville Road between SH16 and Luckens Road.

SOURCE: *Whenuapai Structure Plan 2016*.



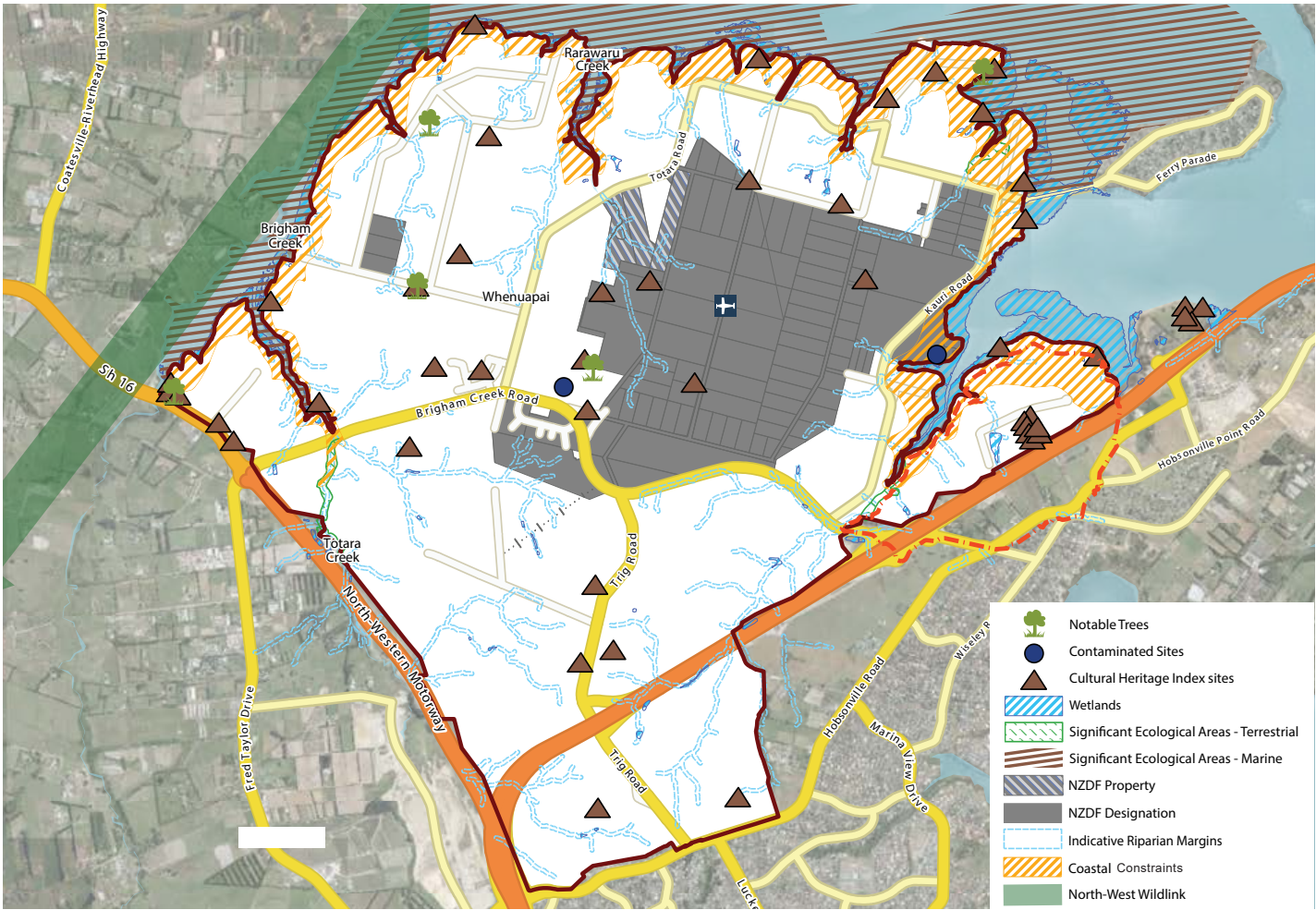
Infrastructure

The WSP identified the need for additional wastewater and watermain pipes to service growth in the area. Stages 1 and 2 of a new wastewater pipe (the Northern Interceptor) were identified, as well as an additional watermain (North Harbour 2).

- The first stage of the Northern Interceptor, from the Hobsonville wastewater pump station to the Rosedale Wastewater Treatment Plant, has now been constructed. Stage 2 of the Northern Interceptor, which runs a pipeline from Hobsonville to Te Atatu, has been programmed for construction in Auckland Council's Long-Term Plan 2024-2034.
- The North Harbour 2 watermain is a major regional watermain pipe that is being constructed in stages and will eventually run between the Albany Reservoir and the Huia Water Treatment Plant along a 33km route. Auckland Council's Long-Term Plan 2024-2034 programmes construction of the watermain to begin in 2025 with completion by 2030.

WHENUAPAI STRUCTURE PLAN 2016

NATURAL ENVIRONMENT AND HERITAGE & OPEN SPACE AND RECREATION



Natural Environment and Heritage

Historic Heritage

The WSP identified scheduled Historic Heritage Places in Whenuapai and sites listed on Auckland Council's Cultural Heritage Inventory. In the Sinton Road - Clarks Lane Neighbourhood Plan Area, there are 6 scheduled workers cottages along Clarks Lane.

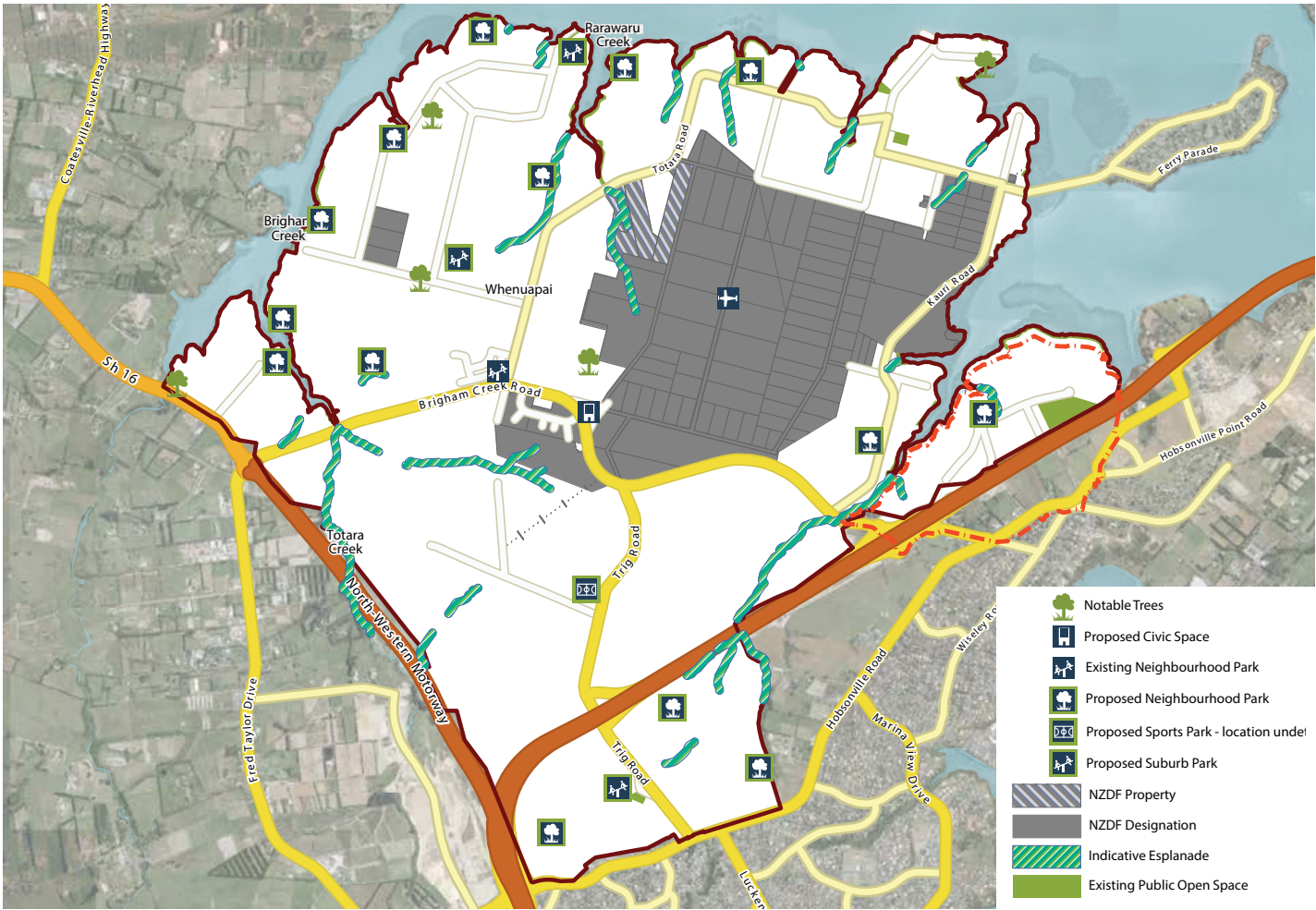
Archaeological Values

A desktop study of archaeological values undertaken for the WSP within Whenuapai found that most of the recorded sites relating to Māori and early European occupation are located in coastal areas, with potential for future protection within esplanade reserves.

Coastal hazards and streams

The WSP recommended a conservative 100m building restriction line from the coastal edge based on a 2016 AECOM report, with this anticipated to be reduced through site-specific coastal erosion assessments (none being undertaken for the WSP). This has now been undertaken as part of this Neighbourhood Planning process - refer discussion at page 25 of this document.

The WSP stated that intermittent and permanent streams should be retained with riparian planting to enhance freshwater quality.



Open Space and Recreation

The WSP identified an expectation that esplanade reserves of at least 20m in width will be created along the coast and waterways where the opportunity arises as subdivision occurs, for recreational routes and connections between open spaces where practicable. A series of Suburb and Neighbourhood Parks (0.3 - 0.5ha in size) were identified throughout the Structure Plan Area. This included a Neighbourhood Park at the intersection of Sinton Road and Clarks Lane within the Neighbourhood Plan Area. Land for public open space has subsequently been purchased by Auckland Council within the Neighbourhood Plan Area at 17a Clarks Lane - a 0.4ha site.

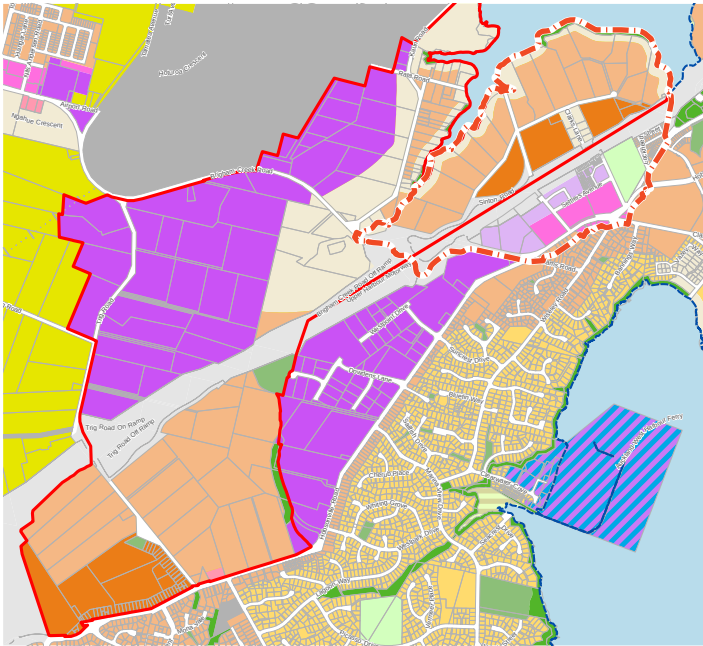
As key design principles, the WSP emphasised:

- capitalising on the coastline, waterways and landscape amenity to create a strong green and coastal public open space; and
- creating a safe and well-connected network of open spaces and reserves.

SOURCE: Whenuapai Structure Plan 2016.

PLAN CHANGE 5

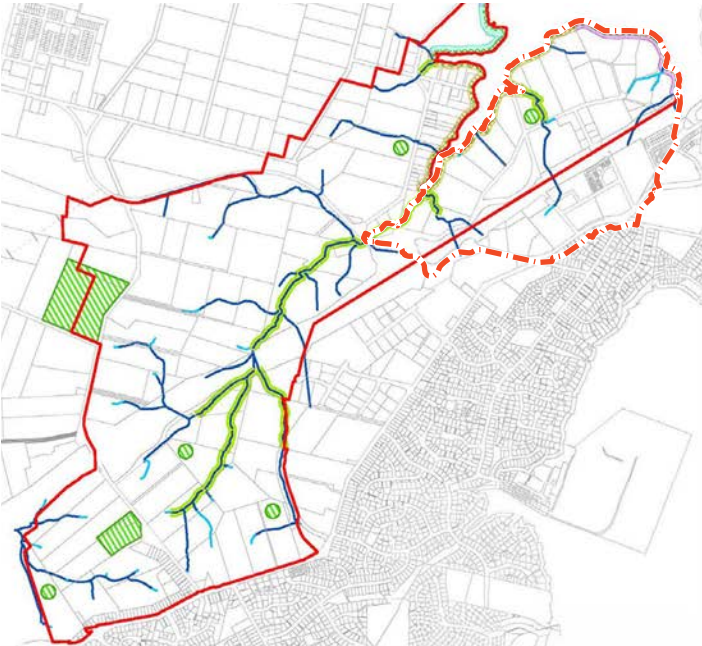
ZONING



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Residential - Single House Zone
- Residential - Mixed Housing Urban Zone
- Residential - THAB Zone
- Business - Light Industry Zone
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone

Notified in September 2017, Auckland Council's Plan Change 5 ('PC5') Whenuapai 3 Precinct applied to 351ha of FUZ land within the southern part of the WSP area, including that part of the Sinton Road - Clarks Lane Neighbourhood Plan Area zoned FUZ. Within the Neighbourhood Plan Area's FUZ area, PC5 proposed Single House zoning along the coast, south of which was MHU zoning. Departing from the WSP and in response to the National Policy Statement on Urban Development Capacity 2016 (not considered as part of the WSP), PC5 proposed Terrace Housing and Apartment Buildings ('THAB') zoning - a high density residential zone - south of Sinton Road and Clarks Lane. Single House zoning was applied to the Clarks Lane heritage houses. PC5 was withdrawn in June 2022 for reasons including no budgeted funding to upgrade transport networks or to provide infrastructure.

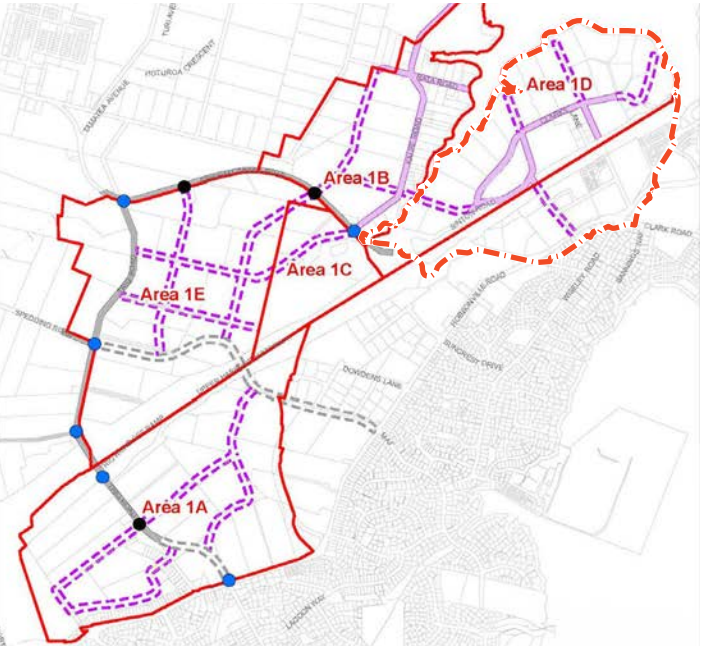
PRECINCT PLAN 1



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Permanent stream
- Intermittent stream
- Indicative esplanade reserve
- Indicative Open Space
- Indicative coastal esplanade reserve
- Coastal erosion setback yard
- A
- B
- C
- D

Precinct Plan 1 of PC5's proposed Whenuapai 3 Precinct showed an 'Indicative Open Space' at the intersection of Sinton Road and Clarks Lane (consistent with the WSP), now purchased by Auckland Council for open space purposes (17a Clarks Lane). It also indicated coastal erosion setback yards along the coast. Yards C and D, which applied to that part of the coast within the Neighbourhood Plan Area, required building setbacks of 26m and 35m respectively. This was on the basis of a 2017 Tonkin and Taylor coastal hazards assessment of the PC5 coastline. That assessment was limited by it being largely a desktop exercise that did not include detailed walkover observations (now undertaken as part of this Neighbourhood Plan Area process and discussed at page 25 of this document).

PRECINCT PLAN 2



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- New intersections to be provided
- Intersection upgrades
- Indicative arterial road
- Indicative collector road
- Proposed upgrade of existing collector road
- Proposed upgrade of existing arterial road

Precinct Plan 2 of PC5's proposed Whenuapai 3 Precinct focused on transport matters. It showed a number of indicative arterial and collector roads within the plan change area, including within the Neighbourhood Plan Area. An indicative collector road extended south in a bridge over SH18 from Sinton Road to Sinton Road East and another indicative collector road extended north-west from Sinton Road across a stream (requiring a bridge) through to Kauri Road. It is understood that both indicative collector roads were proposed to service the increased density/population that would result from PC5's proposed THAB zoning in the area south of Sinton Road / Clarks Lane. In addition, two indicative collector roads extended north from Clarks Lane, one in line with the position of an existing paper road, and the other extended east from Ockleston Landing.

The Precinct Plan also showed proposed upgrades of Sinton Road and Clarks Lane.

PRECINCT PLAN 3



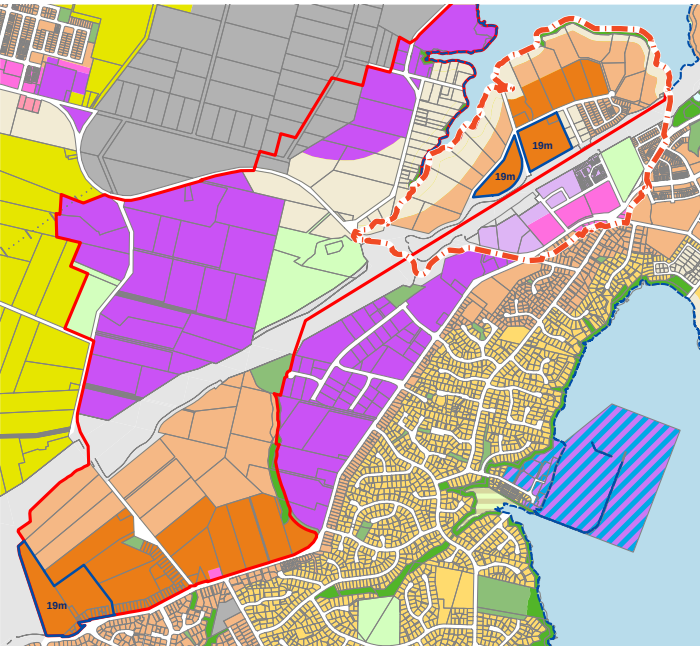
- Sinton Road - Clarks Lane Neighbourhood Plan Area
- 57 & 65 dB Ldn aircraft engine testing noise boundaries
- Within the Whenuapai 3 Precinct boundary
- Outside the Whenuapai 3 Precinct boundary

To avoid, remedy and mitigate adverse effects on aircraft engine testing noise from sensitive activities that may seek to establish near the Whenuapai Airbase, Precinct Plan 3 of PC5's proposed Whenuapai 3 Precinct showed 57 dB Ldn and 65 dB Ldn noise boundaries around the Airbase. PC5 proposed new activities sensitive to noise within the 65 dB Ldn noise boundary to be prohibited, with such activities (including residential) to be avoided within the area between the 57 and 65 dB Ldn noise boundaries unless noise effects on those activities are adequately remedied or mitigated at the receiving environment by acoustic treatment. The Sinton Road - Clarks Lane Neighbourhood Plan Area is fully outside the 65 dB Ldn boundary. A small part of the area, mainly on the SH18 corridor and 6 Sinton Road, is in the area between the 57 - 65 dB Ldn noise boundaries.

Whenuapai Precinct 3 also managed lighting effects from subdivision use and development on the operation of the Whenuapai Airbase.

VARIATION 1 TO PLAN CHANGE 5

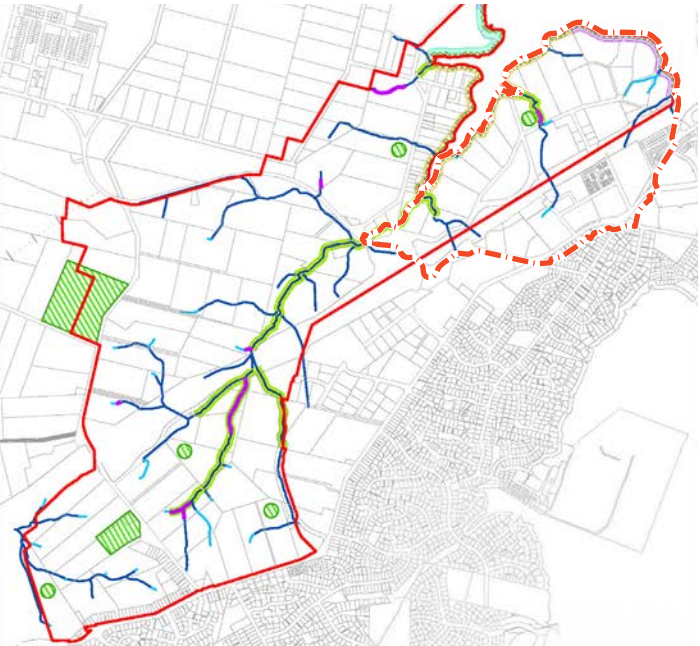
ZONING



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Residential - Single House Zone
- Residential - Mixed Housing Urban Zone
- Residential - THAB Zone
- Business - Light Industry Zone
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone

Variation 1 to PC5 was a 2021 proposed modification to the plan change that was released in draft form, but not formally notified. It was intended to update PC5 in response to matters including the National Policy Statement on Urban Development ('NPS-UD') which was gazetted in 2020. The NPS-UD 2020 required building heights of at least 6 storeys within a walkable catchment of existing and planned RTN stops, and, adjacent to Local Centres, building heights and densities commensurate with the level of commercial activity and community services (Policy 3). In response to this requirement, in the Neighbourhood Plan Area, the zoning map for Variation 1 showed an area of THAB zoning on the north side of Clarks Lane and a 19m Height Variation Control ('HVC'), intended to enable 6 storeys, applied to the area of THAB zoning on the south side of Clarks Lane / Sinton Road. The HVC was in response to the anticipated Hobsonville Road RTN and the Local Centre (within a walkable catchment).

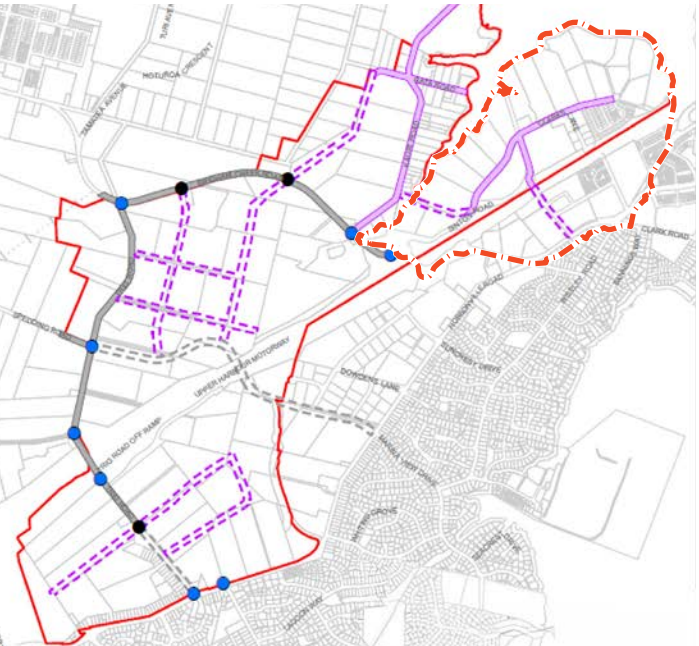
PRECINCT PLAN 1



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Permanent stream
- Intermittent stream
- Natural Wetland
- Indicative esplanade reserve
- Indicative Open Space
- Indicative coastal esplanade reserve
- Coastal erosion setback yard
- A
- B
- C
- D

Insofar as it applies to the Neighbourhood Plan Area, Variation 1 proposed to amend Whenuapai 3 Precinct Plan 1 by adding a Natural Wetland adjoining a stream at 15 Clarks Lane. Other features, including the position of the indicative open space at 17a Clarks Lane and the position and extent of coastal erosion setbacks, were retained.

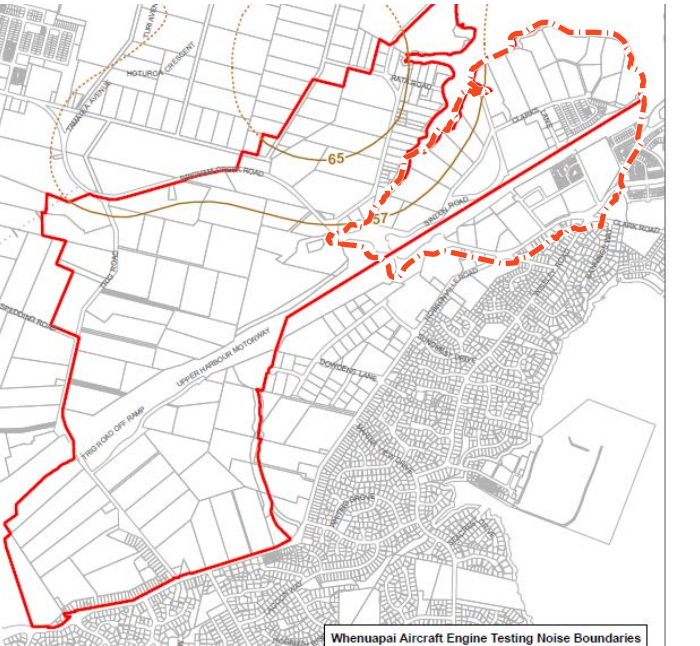
PRECINCT PLAN 2



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- New intersections to be provided
- Intersection upgrades
- Indicative arterial road
- Indicative collector road
- Proposed upgrade of existing collector road
- Proposed upgrade of existing arterial road

Variation 1 proposed to amend Whenuapai 3 Precinct Plan 2 by simplifying the indicative arterial road and collector road network. Within the Neighbourhood Plan Area, the indicative collector roads south across SH18 and north-west to Kauri Road were retained (further work by the Supporting Growth Alliance has indicated neither connection is anticipated), while the other indicative collector roads shown in the Area were removed. The proposed upgrade of Clarks Lane and Sinton Road (existing collector roads) was also retained.

PRECINCT PLAN 3



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- 57 & 65 dB Ldn aircraft engine testing noise boundaries
- Within the Whenuapai 3 Precinct boundary
- Outside the Whenuapai 3 Precinct boundary

Variation 1 proposed to amend Whenuapai 3 Precinct Plan 3 by changing the extent and position of the 57 and 65 dB Ldn noise boundaries. The Sinton Road - Clarks Lane Neighbourhood Plan Area remained fully outside the 65 dB Ldn noise boundary. However, the 57 dB Ldn boundary shifted, resulting in a change of location of land between the 57 and 65 dB Ldn noise boundaries to apply to land at the north-western end of the Neighbourhood Plan Area, which includes parts of the Cabra landholding. The Precinct provisions retained requirements for land between these two noise boundaries to have adequate acoustic treatment. Management of potential effects on the Whenuapai Airbase was also widened from lighting effects to effects generally.

NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

The National Policy Statement on Urban Development ('NPS-UD'), released in 2020 and amended in 2022, is a planning document under the Resource Management Act 1991 ('RMA') that gives central government direction on urban development. The NPS-UD has a focus on providing for intensification within 'well-functioning urban environments' that enable all people and communities to provide for their social, economic, and cultural well-being, and for their health and safety, now and into the future (Objective 1).

The term 'well-functioning urban environments' is defined in NPS-UD Policy 1. This policy requires planning decisions to contribute to well-functioning urban environments that have a number of minimum attributes. The graphic at right summarises these attributes.

The NPS-UD attributes of a well-functioning environment have framed the manner in which the characteristics of the Sinton Road - Clarks Lane Neighbourhood Plan Area have been assessed and also the broad outputs of the neighbourhood planning process.

NPS-UD POLICY 1: PLANNING DECISIONS CONTRIBUTE TO WELL-FUNCTIONING URBAN ENVIRONMENTS, WHICH ARE URBAN ENVIRONMENTS THAT, AS A MINIMUM:



A. HAVE OR ENABLE A VARIETY OF HOMES THAT: (I) MEET THE NEEDS, IN TERMS OF PRICE, AND LOCATION OF DIFFERENT HOUSEHOLDS; AND (II) ENABLE MAORI TO EXPRESS THEIR CULTURAL TRADITIONS AND NORMS;

B. HAVE OR ENABLE A VARIETY OF SITES THAT ARE SUITABLE FOR DIFFERENT BUSINESS SECTORS IN TERMS OF LOCATION AND SITE SIZE;

C. HAVE GOOD ACCESSIBILITY FOR ALL PEOPLE BETWEEN HOUSING, JOBS, COMMUNITY SERVICES, NATURAL SPACES, AND OPEN SPACES, INCLUDING BY WAY OF PUBLIC OR ACTIVE TRANSPORT;



D. SUPPORT, AND LIMIT AS MUCH AS POSSIBLE ADVERSE IMPACTS ON, THE COMPETITIVE OPERATION OF LAND AND DEVELOPMENT MARKETS;

E. SUPPORT REDUCTIONS IN GREENHOUSE GAS EMISSIONS;

F. ARE RESILIENT TO THE LIKELY CURRENT AND FUTURE EFFECTS OF CLIMATE CHANGE.

AUCKLAND FUTURE DEVELOPMENT STRATEGY 2023-2053



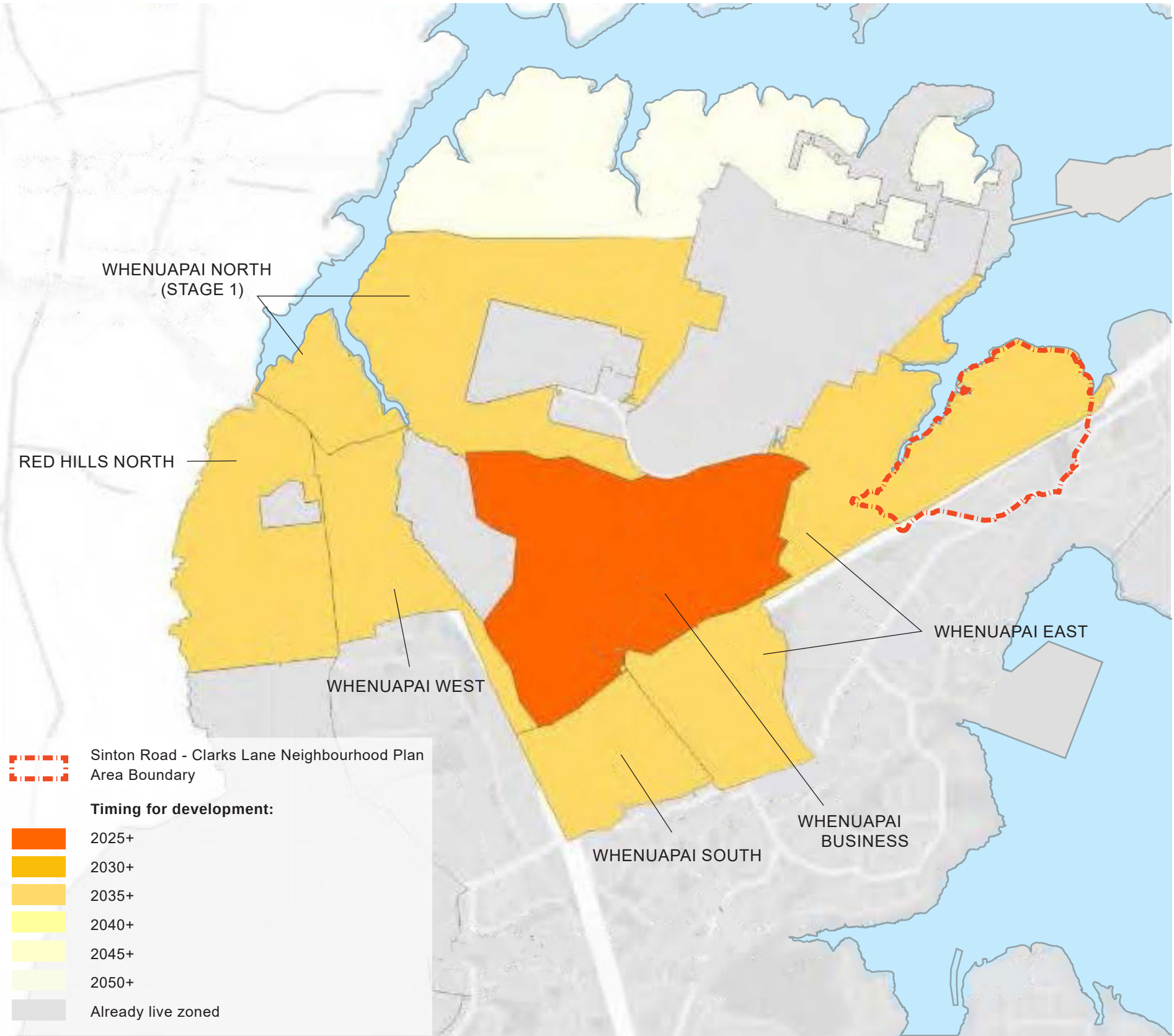
Auckland Council’s Future Development Strategy 2023-2053 (‘FDS’) replaces the Future Urban Land Supply Strategy 2017. It fulfils Council’s statutory requirements under the NPS-UD to ensure there is sufficient housing and business development capacity to meet demand over the next 30 years. It seeks to manage growth pressures, including those on FUZ land, by integrating land use and infrastructure planning.

The FDS sets out infrastructure prerequisites that need to be delivered in order to unlock growth at a time that is integrated with infrastructure delivery. It also states the year/decade when Council considers FUZ areas will be ‘development-ready,’ based on likely funding availability and therefore the timing for delivery of these infrastructure projects.

The Sinton Road - Clarks Lane Neighbourhood Plan Area falls within a wider area the FDS categorises as ‘Whenuapai East.’ The FDS states that bulk infrastructure to support development in this area is not planned until 2035+, with the infrastructure prerequisites to development being:

- Brigham Creek Road upgrade;
- SH16 to SH18 Connections;
- Hobsonville Road Upgrade;
- Upper Harbour (SH18) Rapid Transit;
- Whenuapai Wastewater Package 2 (Southern portion only);
- Trig Road Water Reservoir; and
- North Harbour No.2 Watermain Project.

Appendix 6 of the FDS states, however, that infrastructure prerequisites do not constrain development and that the implementation of these prerequisites does not prevent private plan change requests. Furthermore, not all infrastructure is needed for initial new residential or business communities. The FDS acknowledges that there may be times where alternative methods or technologies can achieve the same or similar outcome, or alternative funding methods or partners enable all or parts of these FUZ areas to be live zoned earlier than solely relying on Council funding, and indeed Council will collaboratively engage when such opportunities arise. The NPS-UD requires Council to be responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if unanticipated or out of sequence with planned land release (i.e. the FDS) – the Neighbourhood Plan identifies this is the case here.



SOURCE: *Te Tupu Ngatahi Supporting Growth, Tāmaki – Whenua Taurikura. Auckland Future Development Strategy 2023-2053.*

FDS INFRASTRUCTURE PREREQUISITES + NORTH WEST TRANSPORT PROJECTS



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Whenuapai Structure Plan Boundary 2016
- FDS Infrastructure Pre-requisites for Whenuapai East**

Upper Harbour (SH18) Rapid Transit Corridor

SH16/SH18 connections and improvements

North Harbour No.2 Watermain Project

Whenuapai Wastewater Package 2

1

Brigham Creek Road Upgrade (NOR W3)

2

Hobsonville Road Upgrade (NOR W5)
- Other North West Transport projects (not Whenuapai East FDS Pre-requisites)**

Alternate SH1 + Brigham Creek Interchange (NORS1)

North-West Rapid Transit Corridor (NORS3)

3

Trig Road Upgrade (NOR W1)

4

Mamari Road Upgrade (NOR W2)

5

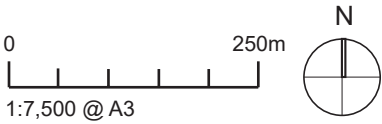
Spedding Road (NOR W4)

NOTE: Location of FDS Infrastructure Prerequisite Trig Road Water Reservoir not mapped, as no information was obtainable regarding its planned location.

SOURCE: *Te Tupu Ngatahi Supporting Growth, Tāmaki – Whenua Taurikura. Auckland Future Development Strategy 2023-2053.*



NEIGHBOURHOOD PLAN AREA AERIAL



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Cabra landholdings
- Cadastral boundaries
- Hobsonville Local Centre (Business - Local Centre Zone), including supermarkets, services, restaurants, cafés, gym and amenities
- Existing esplanade reserve (Open Space - Conservation Zone)
- Paper road (legal but not formed)
- 17a Clarks Lane - a 0.4 ha site purchased by Auckland Council as future open space
- Clarks Lane Historic Heritage Area (workers cottages)
- Ockleston Landing residential subdivision (SHA)
- Artificial pond at 6 Sinton Road
- Clarks Lane footbridge
- Hobsonville War Memorial Park
- Woolworths supermarket
- Medical Centre
- New World supermarket
- 161 Brigham Creek Road - a 16ha site purchased by Auckland Council as future open space (sports fields)



NEIGHBOURHOOD PLAN AREA ZONING MAP

The northern side of the Sinton Road - Clarks Lane Neighbourhood Plan Area north of SH18 is predominantly FUZ, except for a strip of Open Space - Conservation zoned esplanade reserve (Clarks Lane Reserve) along the northern stretch of coastline, and small strips of Coastal Transition zoned land. To the south of SH18 within the Neighbourhood Plan Area, Hobsonville War Memorial Park is zoned Open Space - Sport and Active Recreation. The Hobsonville commercial centre is zoned Business - Local Centre and is bordered by Business - Mixed Use zoning. To the east of the War Memorial Park is a grouping of terraces with MHU zoning.

A Significant Ecological Area ('SEA') Overlay applies to vegetation along the western end of the Neighbourhood Plan Area's coastline to the Waiarohia Inlet. An Historic Heritage Overlay - Extent of Place applies to the Clarks Lane workers cottages. The Neighbourhood Plan Area is clear of the Aircraft Noise Overlay that extends out from the Whenuapai Airbase.

 Sinton Road - Clarks Lane Neighbourhood Plan Area

 Precinct

 Indicative Coastline

Zone

 Residential - Single House

 Residential - Mixed Housing Suburban

 Residential - Mixed Housing Urban

 Future Urban

 Business - Local Centre

 Business - Mixed Use

 Business - Light Industry

 Open Space - Conservation

 Open Space - Informal Recreation

 Open Space - Sport And Active Recreation

 Special Purpose - Airfields And Airport

 Coastal - Coastal Transition

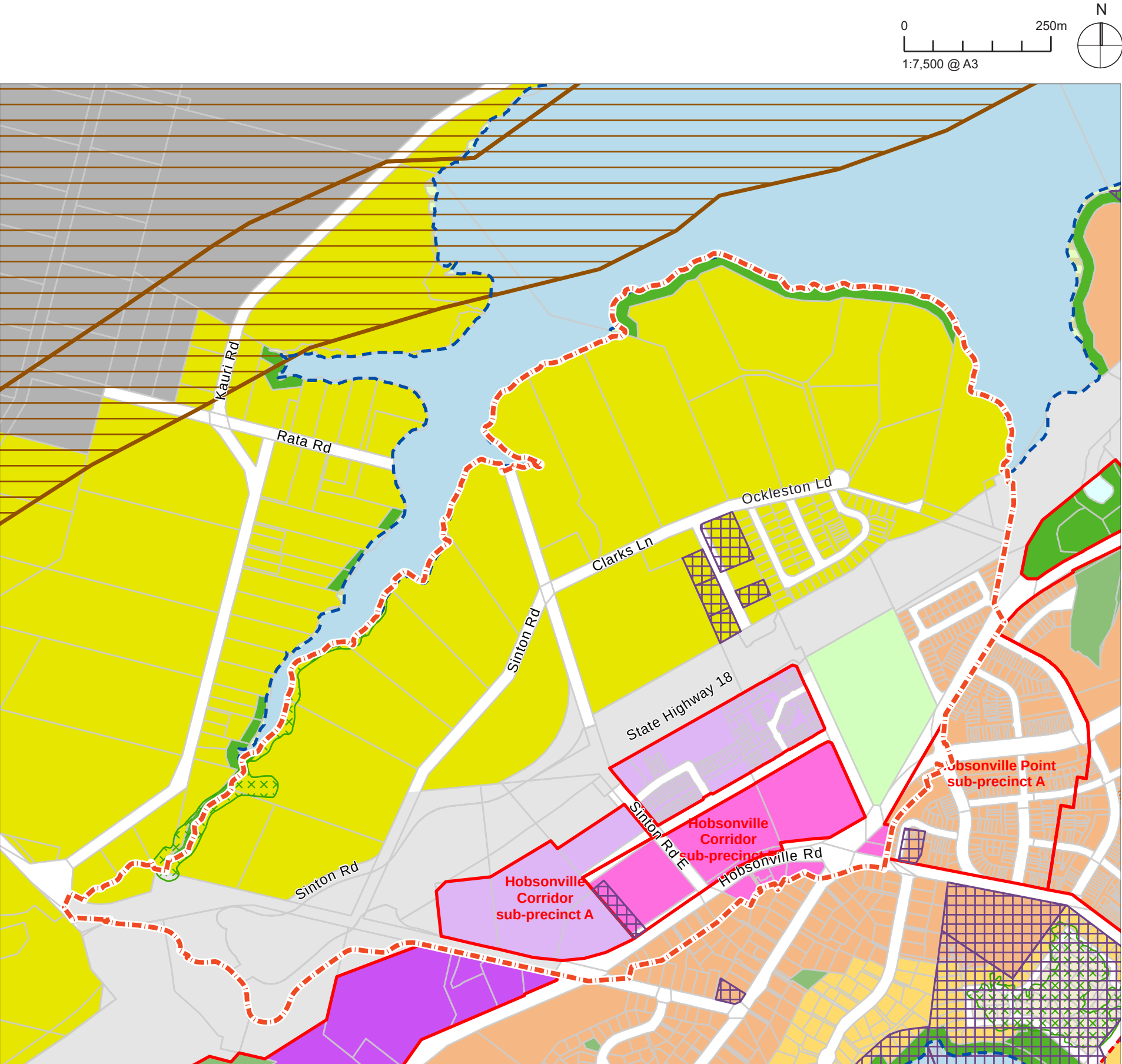
Overlay

 Historic Heritage Overlay: Extent of Place

 Aircraft Noise Overlay

 Significant Ecological Area Overlay

SOURCE: Auckland Council Unitary Plan maps.



WIDER SETTING



While the Sinton Road - Clarks Lane Neighbourhood Plan Area has a predominantly gently sloping topography, its extensive coastal edge means that there are views both from it to the wider landscape and views to it, including from Herald Island and the Kauri Road area of Whenuapai, east of the Whenuapai Airbase.

 Sinton Road - Clarks Lane Neighbourhood Plan Area



1. The view south from the Herald Island causeway to the vegetated coastal edge of the Sinton Road - Clarks Lane Neighbourhood Plan Area and to rural lifestyle blocks at the north-eastern end of Ockleston Landing.



2. Looking from Rata Road (off Kauri Road) looking east to the Sinton Road - Clarks Lane Neighbourhood Plan Area. The view includes coastal edge vegetation, rural shelter belt planting, pastoral land and - in the distance - the Clarks Lane footbridge (below electricity lines in photo).

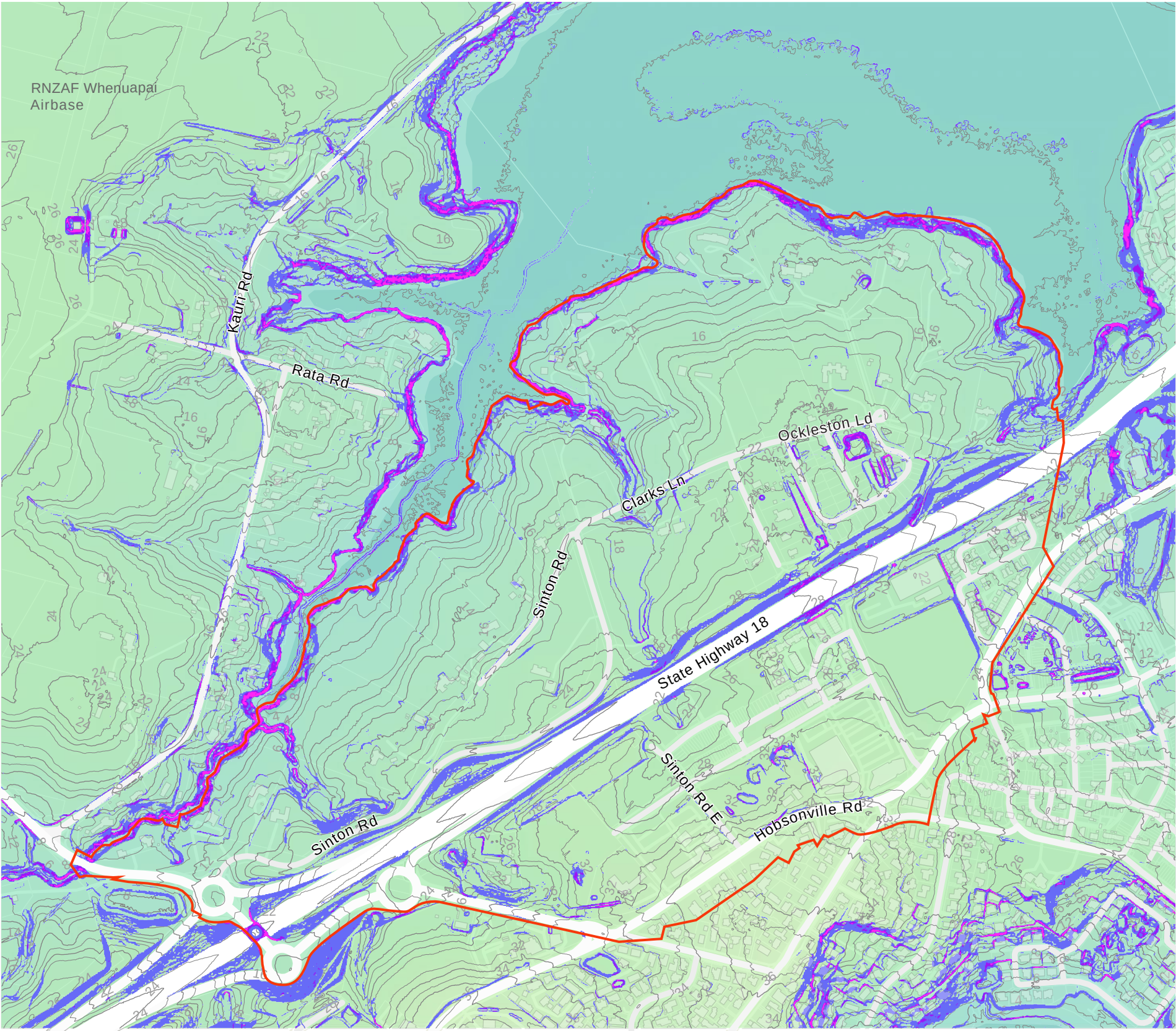
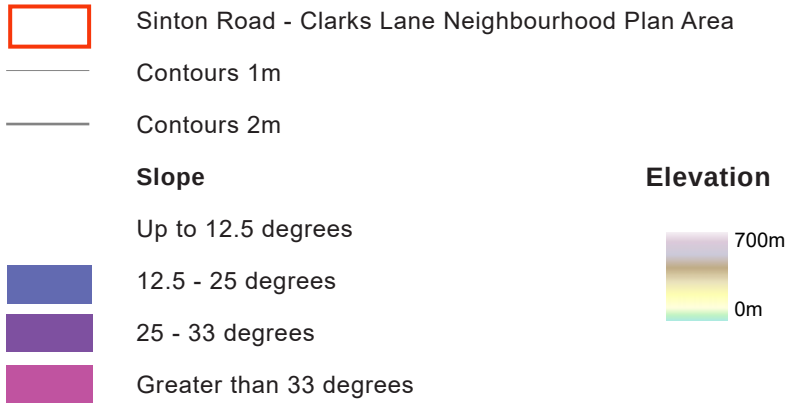


3. The view from Ockleston Landing north over the Waiarohia Inlet to the Whenuapai area around Kauri Road.

TOPOGRAPHY

The Sinton Road - Clarks Lane Neighbourhood Plan Area comprises relatively flat to mildly sloping land, with low cliffs and embankments along its coastal edge of approximately 2m - 4m in height.

The significant majority of the Neighbourhood Plan Area has slope of no more than 12.5 degrees, regarded as being easily developable (reduced bulk earthworking volumes and lowered construction costs) by the development community.



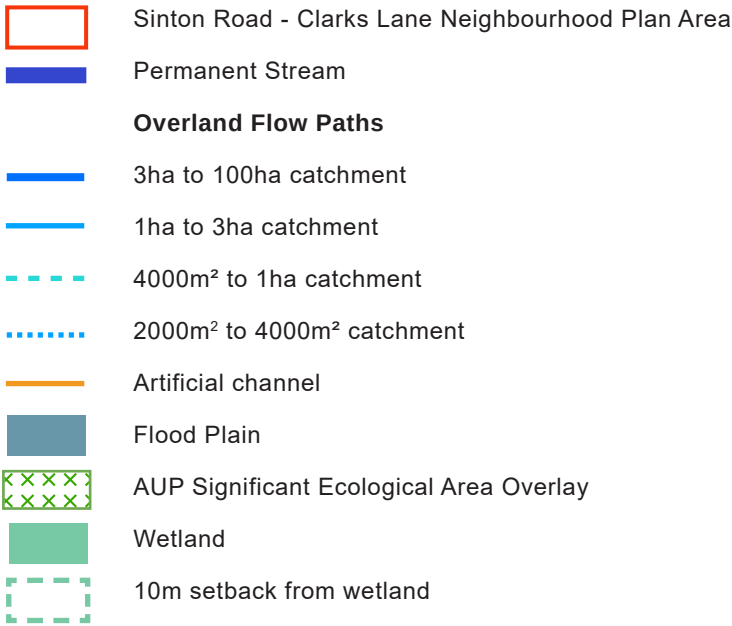
SOURCE: Auckland Council GIS.

HYDROLOGY AND ECOLOGY

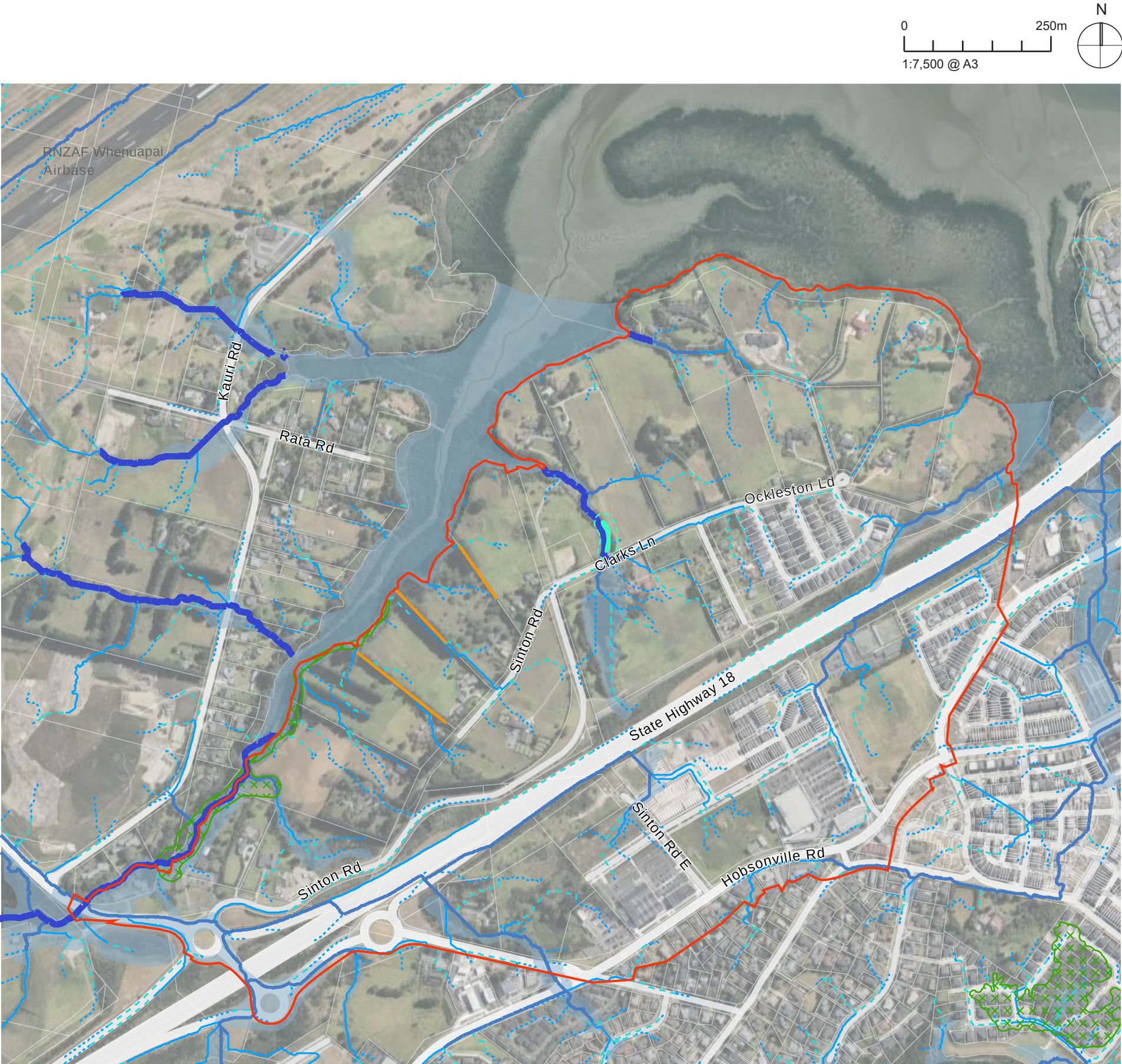
Within the Sinton Road - Clarks Lane Neighbourhood Plan Area, intermittent and permanent streams flow north from around the relative high point of Sinton Road, Clarks Lane and Ockleston Landing to the coastal edge of Waiarohia Inlet and Wallace Inlet. There is a small wetland adjoining the permanent stream that runs north-south at 15 Clarks Lane.

There are artificial channels adjoining shelter-belts along the boundaries of rural land use properties, historically / currently used for rural land use purposes at the north-western end of the Neighbourhood Plan Area.

As discussed earlier, there is a band of vegetation which is within a Significant Ecological Area Overlay, with a mix of native and exotic vegetation (including weed species) along the coastal edge of 1 Sinton Road east through to 14 Sinton Road at the western end of the Neighbourhood Plan Area's coastline.



SOURCE: Auckland Council GIS, as updated by Viridis Ltd for 10-16 Sinton Road and 15,17 & 17a Clarks Lane.



COASTAL HAZARDS

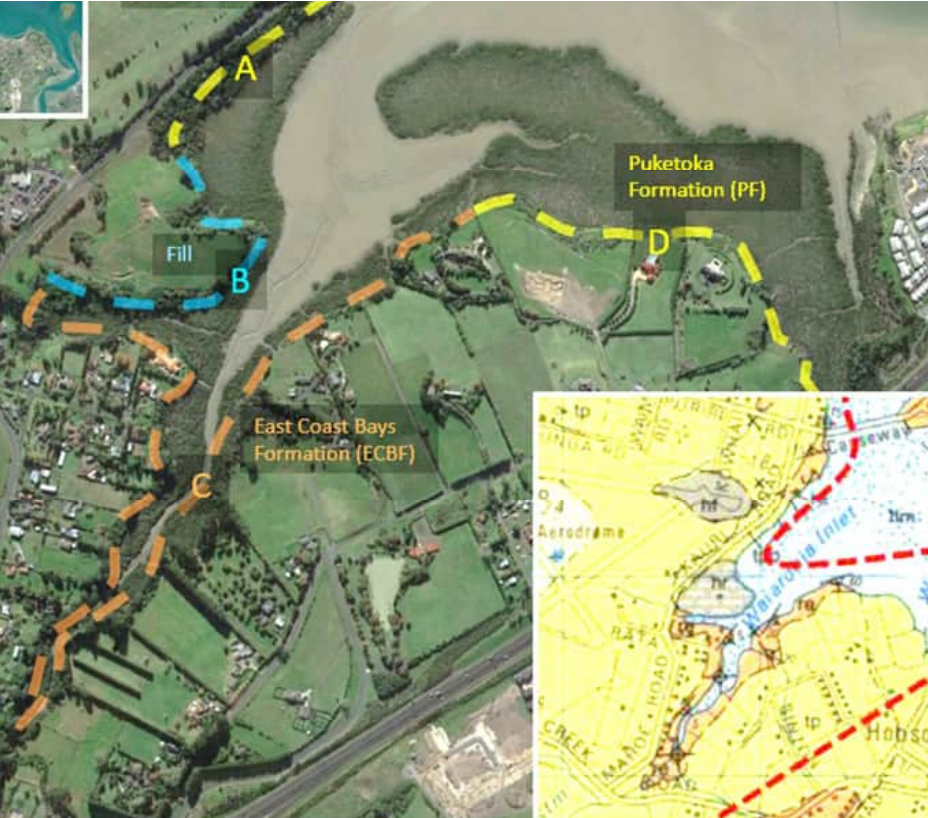


Figure 1: Tonkin and Taylor (2017). Coastal Hazard Assessment for Whenuapai Plan Change 5.



Figure 2: Tonkin and Taylor (2021). Regional Assessment of Areas Susceptible to Coastal Instability and Erosion.

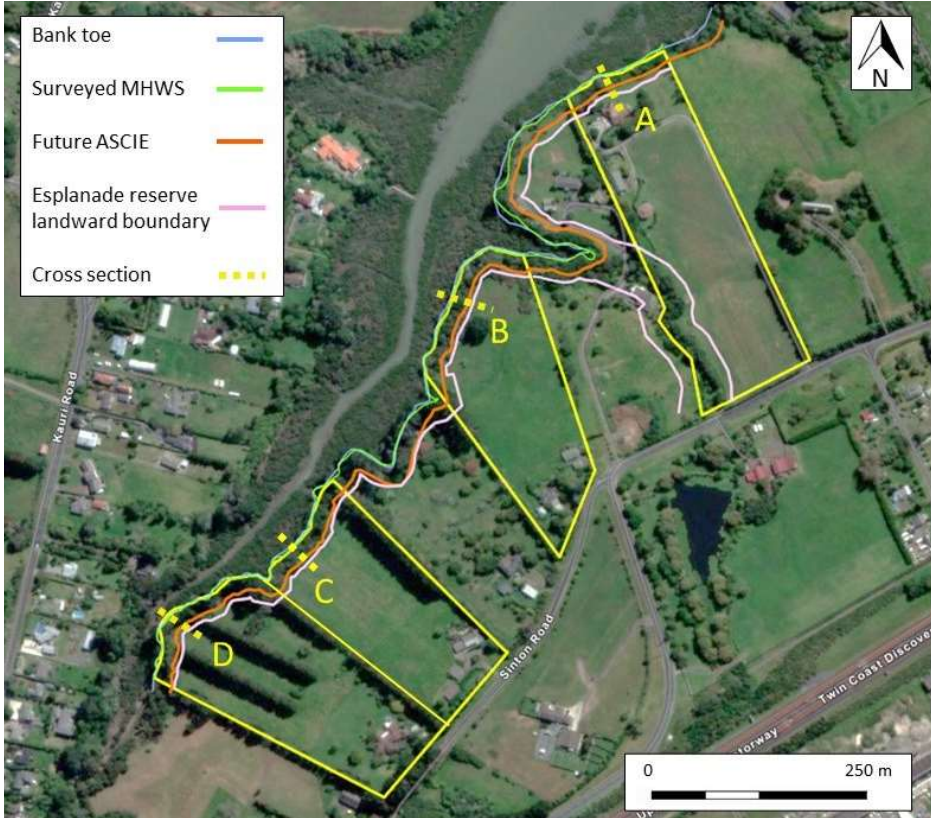


Figure 3: SLR (April 2024). Coastal Hazard Assessment for Cabra Developments Ltd Private Plan Change.

KEY POINTS

Earlier assessments of parts of the Neighbourhood Plan Area coastline have found the potential for erosion of the Area's coastline 100 years from now to be up to 43m. These studies have been limited by their largely desk-top nature. An April 2024 study by SLR Consultants Ltd, which included walkovers of parts of the Neighbourhood Plan Area, has found much lower extents of potential erosion of up to 17.9m, based on the most conservative scenarios. Coastal inundation was generally considered not to be an issue in those parts of the Neighbourhood Plan Area that were investigated.

Coastal Erosion

A 2017 study by Tonkin and Taylor ('T&T') was undertaken of potential coastal hazards for that part of the Whenuapai Structure Plan 2016 proposed to be 'lived zoned' by PC5. As discussed earlier, the PC5 area also includes the Neighbourhood Plan Area which is the subject of this report. The T&T study was

largely a desktop exercise and did not include detailed walkover observations or subsurface geotechnical investigations.

The study divided the PC5 coastal edge into four cells, with Cells C and D being along the Neighbourhood Plan Area section of coastline (refer Figure 1 above). Cell C applied west from 13 Clarks Lane and Cell D applied east from 12 Ockleston Landing. The study found the Area Susceptible to Coastal Instability and Erosion ('ASCIE') at the year 2150 to be between 13m and 34m from the existing coastline in Cell C and between 22m and 43m in Cell D. It recommended site-specific slope stability assessments for building development within 100m of the 2016 shoreline.

The 2021 assessment of coastal hazards of the wider Auckland Region by T&T was a high level desktop study. It estimated coastal erosion along the Neighbourhood Plan Area section of coast to be up to approximately 20m by 2130 (ASCIE 2130 (RCP 8.5+) - refer Figure 2 above).

As an input to this Neighbourhood Area Plan process, SLR Consulting Ltd have undertaken a site-specific coastal hazard assessment. This included site walkovers of 15 Clarks Lane and 10, 14 and 16 Sinton Road. It has found that the coastline in the area around these sites is at a low risk from coastal hazards due to the relatively low wave energy nature of this part of the coast. It has also found

that there has been a slow historical rate of cliff line regression in the area due to the sheltered nature of the coastal edge (shielded by Herald Island) and the presence of intertidal flats and mangroves.

Coastal erosion over the next 100 years was found to be up to 14.6m (15 Clarks Lane - Section A in Figure 3 above), 17.1m (10 Sinton Road - Section B), 17.9m (14 Sinton Road - Section C) and 16.2m (16 Sinton Road - Section D). This was based on the most conservative cliff regression scenario (1% exceedance probability), with all erosion being within that part of the coastal area likely to be vested as esplanade reserve. The SLR findings suggest that a similar lower rate of coastal erosion than that found in the earlier 2017 and 2021 T&T studies might similarly apply for that part of the Neighbourhood Plan Area coastline further to the east.

Coastal Inundation

The SLR study finds that Coastal inundation resulting from extreme storm tides is not generally considered to be an issue with regard to the project area, under both current day and future sea level rise scenarios over the next 100+ years. With consideration of up to 2m sea level rise, coastal inundation is expected to be limited to the low-lying coastal fringes with the vast majority of the subject area remaining unaffected.

MANA WHENUA VALUES

Eleven iwi have been approached in order to understand the values that are important to mana whenua within the Sinton Road - Clarks Lane Neighbourhood Plan Area and its wider geographic context. Those iwi are:

- Ngāti Paoa;
- Te Akitai Waiohūa;
- Te Rūnanga o Ngāti Whātua;
- Ngāti Whātua o Kaipara;
- Te Kawerau ā Maki;
- Ngāti Whātua o Ōrākei;
- Ngāti Manuhiri;
- Ngāti Te Ata Waiohūa;
- Ngāti Maru;
- Ngāti Tamaterā; and
- Ngāti Whanaunga.

To date, six iwi have deferred and there has been no response from Ngāti Tamaterā Settlement Trust. Te Kawerau ā Maki, Ngāti Whātua o Kaipara and Ngāti Whātua Ōrākei Trust Board have shown their intent to engage.



The NZAAA (New Zealand Archaeological Association Site Record Scheme) records 7 approved archaeological sites within the Neighbourhood Area - five of which are midden sites along the coastal edge. Development within the coastal environment may unearth other sites not currently shown on the NZAA scheme. Image source: Archaeology Solutions Ltd.

Themes that have emerged from engagement, to date, with Te Kawerau ā Maki, and from a review of the June 2016 Cultural Values Assessment prepared by the iwi for the WSP, are:



LOCAL ECO-SOURCED REVEGETATION

Revegetation should use local eco-sourced plants where possible.



AVOIDING DIRECT DISCHARGE TO WATERWAYS

Discharge should be via soil or vegetation first to ensure the mixing of the wairua of different water sources is mediated via Papatūānuku.



RESTORATION OF WATERBODIES

Restoration of stream corridors and the coastal edge is an important and expected part of any development within the coastal environment.



ARCHAEOLOGICAL FEATURES & TAONGA

Standard discovery procedures should be used, including notification of iwi, should archaeological features and taonga be unearthed during development.



CUT-FILL NEUTRALITY

Cut-fill neutrality (minimising movement of soil on and off the area) is an aspiration, with top-soil being reused.



PEDESTRIAN CONNECTION TO THE COASTAL ENVIRONMENT

Development should achieve pedestrian connection to and along the coastal edge.

BUILT FORM CHARACTER



The Sinton Road - Clarks Lane Neighbourhood Plan Area has distinct groupings of different built character, reflecting its historical rural land use activities, while some parts of the Area show a change to a markedly more urban condition.

- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Built form character**
- Rural
- Rural lifestyle
- Heritage housing
- Standard residential subdivision
- Terraced housing
- Commercial



1. Entry to a rural lifestyle lot at the north-eastern end of the Neighbourhood Plan Area on Ockleston Landing.



3. A heritage building on Clarks Lane.



5. Three storey terrace houses on Business - Mixed Use land adjoining Hobsonville Local Centre on the south side of SH18.



2. Contemporary, predominantly stand-alone housing within the Ockleston Landing residential subdivision.



4. A typical detached house on large lots within the Neighbourhood Plan Area, many previously used for rural activities.



6. Commercial development within the Hobsonville Local Centre.

STREETSCAPE CHARACTER



As with its built form character, the Sinton Road - Clarks Lane Neighbourhood Plan Area has road types that reflect both its historical rural land use activities and the change in some parts of the Area to urban land uses. Further urbanisation requires upgrades to roads to achieve improved walking and cycling amenity, particularly on Sinton Road / Clarks Lane to provide a grade separated connection for pedestrians and cyclists to Hobsonville Local Centre and Hobsonville Road bus stops via the Clarks Lane footbridge.

Tailored treatment may be required to the road within the Clarks Lane heritage area to respond to the heritage characteristics of this grouping of buildings.

-  Sinton Road - Clarks Lane Neighbourhood Plan Area
-  Rural road: no kerb or footpath
-  Urban road: kerb and no footpath
-  Urban road: kerb and footpath



1. The Sinton Road entry into the Neighbourhood Plan Area. The road has a kerb but no footpaths.



2. Looking towards the western 'Paper Road' end of Sinton Road.



3. The existing rural character of Clarks Lane.



4. Clarks Lane within the heritage housing area.



5. A residential street within the Ockleston Landing subdivision.



6. The Clarks Lane footbridge, which links the northern half of the Neighbourhood Plan Area with Hobsonville Local Centre over SH18.

COASTAL CHARACTER

As part of the neighbourhood planning process, site visits were undertaken to the wider area to gain an understanding of matters such as how contemporary urban development interfaces with the coastal edge. Of particular interest was whether development was achieving interface conditions that not only allowed and enabled access for the public to the coast, but did so in a manner which extended the presence of the coastal environment back into the urban area and responded positively to coastal character.

This page shows subdivision layout and the scale and form of houses close to and adjoining the coast in Scott Point, a developing residential area to the south-east of the Sinton Road - Clarks Lane Neighbourhood Plan Area. From this area and others that were visited, the following characteristics, are considered to be successful features in both enabling access to the coast and responding to coastal character:

- Local roads are laid out to provide direct sightlines to the water, with the view along the road terminating in a pedestrian accessway to the coast.
- Esplanade reserves along the coast have significant levels of native planting.
- Houses along the coast are broken down in scale and form, allowing views through to the coastal edge.



1. A local road in Scott Point aligned with a pedestrian accessway to provide direct views and physical access to the coast.



2. High levels of native planting within a Scott Point coastal esplanade reserve.



3. Breaks in building form for houses adjoining a coastal esplanade reserve.



4. Integration of planting and building forms within the Scott Point coastal environment.



5. Gaps between houses allowing views through to the coast.



6. A view along a Scott Point local road to the coastal environment.

LANDSCAPE & VEGETATION



There is an extensive area of mangroves along the coastal edge of the Sinton Road - Clarks Lane Neighbourhood Plan Area. This is adjoined by mixed native and exotic coastal edge vegetation. On some properties this intermingles with garden planting from rural and rural lifestyle houses. A band of vegetation is within a Significant Ecological Area (SEA) at the south-western end of the Neighbourhood Plan Area. Site walkover observations by Viridis Consultants find this to be of a mixed quality, including both native species and a high number of exotics and weed species, with Viridis finding that no part of the coastal edge near Cabra's landholdings warrants inclusion in a new SEA overlay.

Inland from the coastal edge, mature shelter-belt exotic tree planting is a defining feature, particularly at the north-western end of the Neighbourhood Plan Area. Along parts of Sinton Road and Clarks Lane, site walkovers by Arbor Connect have found groupings of largely exotic tree planting to the front of properties within the road reserve, including radiata pines, phoenix palms and Japanese cedar. Arbor Connect have confirmed that no trees in the vicinity of the Cabra landholdings are worthy of scheduling.

- Sinton Road - Clarks Lane Neighbourhood Plan Area

AUP Significant Ecological Area Overlay

Mixed coastal edge vegetation

Horticultural shelter-belt planting (historical / existing)

Coastal environment mangroves

Grouped road reserve trees

Residential amenity planting

Motorway amenity planting
-
1. Looking along the coastal edge at the south-western end of the Waiarohia Inlet showing the mix of native and exotic plants.
-
2. A view showing both coastal edge vegetation and rural screen-belt planting.
-
3. Grouped planting of exotic trees planted along the carriageway of Sinton Road.
-
4. Residential garden planting along the coastal foreshore.
-
5. Views to the north down to the coastal edge and land to the north along Kauri Road.
-
6. Looking west along Clarks Lane, showing mixed vegetation around a permanent stream.
- BOFFA MISKELL | SINTON ROAD - CLARKS LANE NEIGHBOURHOOD PLAN : | LANDSCAPE & VEGETATION
30

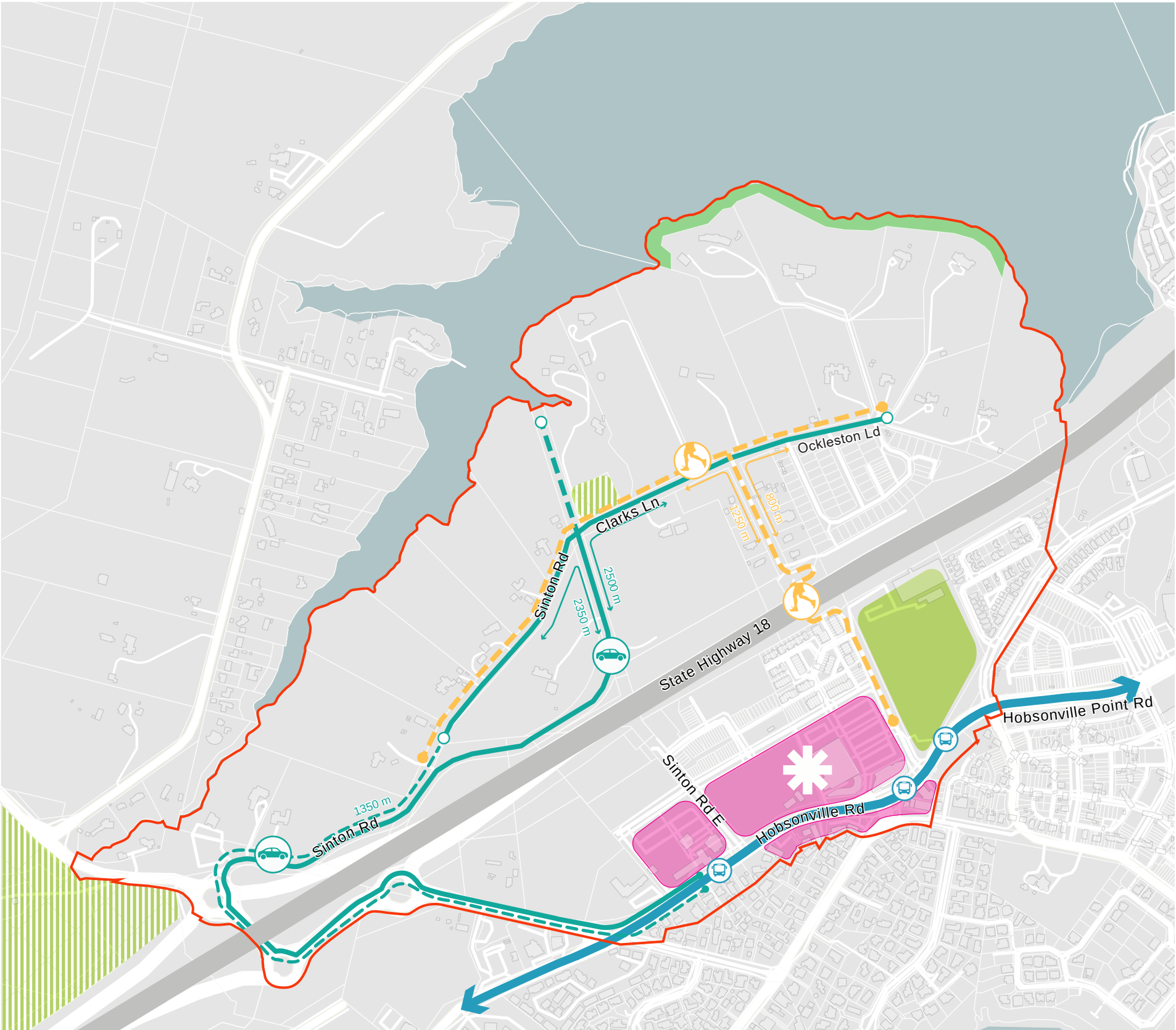
ACCESS & MOVEMENT

Existing vehicle access into the Sinton Road - Clarks Lane Neighbourhood Plan Area is off Brigham Creek Road via Sinton Road. To support proposed areas of THAB zoning, PC5 and Variation 1 both showed a bridge over SH18 to connect to the Hobsonville Local Centre and a road to the north-west to Kauri Road, which would require bridging over a stream. There are no current plans by Auckland Transport to build these connections.

Travel distance by vehicle from the formed western end of Sinton Road to Hobsonville Local Centre and existing bus stops along Hobsonville Road is approximately 2.35km. Travel distance by vehicle from the eastern end of Ockleston Landing is approximately 2.5km. Should, at some time in the future, densities within the Neighbourhood Plan Area increase to the point that a formed western end to Sinton Road proves necessary, such a connection would reduce the travel distance from the western end of the Neighbourhood Plan Area to Hobsonville Local Centre and Hobsonville Road bus stops to approximately 1.35km.

The Clarks Lane pedestrian bridge over SH18, which also provides for cyclists, provides a more direct route to Hobsonville Local Centre and Hobsonville Road bus stops for pedestrians and cyclists. It reduces the travel distance from the formed western end of Sinton Road to approximately 1.25km - a moderate walk/ short cycle - and from the eastern end of Ockleston Landing to 800m.

- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Pedestrian / cycle access
- Car access
- Alternative car access - dependent on opening of paper road to Sinton Road
- Existing paper road providing a potential future movement route to the coast
- Key movement route
- Bus stops for routes 112/114/120 between Westgate Metropolitan Centre, Hobsonville Point Ferry and Constellation Station
- Hobsonville Local Centre
- Existing public open space (Hobsonville War Memorial Park)
- Existing esplanade reserve
- Auckland Council owned land (future public open space) at 17a Clarks Lane and 161 Brigham Creek Road

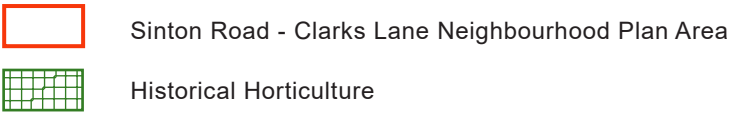


HISTORICAL HORTICULTURE LAND USE

Auckland Council GIS Data records which lots within the Neighbourhood Plan Area and surrounding area have historically been used for horticultural activities. These are recorded within a 'Development Restrictions' layer on Auckland Council's GeoMaps website.

Lots recorded as having Historical Horticulture activities include properties to the south of SH18 with Business - Local Centre and Business - Mixed Use zoning to the south of SH18 which have now been developed for both commercial and residential purposes.

ENGEO Ltd has undertaken a contamination assessment as an input to the Cabra PPC. This focuses on 10, 12, 14 and 16 Sinton Road and 15, 17 and 17A Clarks Lane. The ENGEO report states that it has not identified activities on these lots which would be likely to preclude their future conversion to residential land use from a contamination perspective. This is provided that the relevant provisions of the NESCS and the Auckland Unitary Plan are followed when the change in land use occurs, with additional investigations recommended at subdivision/resource consent stage to identify any appropriate remedial works.



SOURCE: Auckland Council GIS.



STRENGTHS, WEAKNESSES, OPPORTUNITIES & CONSTRAINTS

STRENGTHS

- S1** Coastal hazard assessment undertaken for this neighbourhood planning process shows limited coastal erosion over the next 100 years (14.6m - 17.9m).
- S2** The Neighbourhood Plan Area has a gentle slope, enabling positive urban form outcomes to be more readily achieved.
- S3** Clarks Lane heritage area (workers cottages) contribute to a local sense of place and distinctiveness.
- S4** 17A Clarks Lane and 161 Brigham Creek Road have been purchased by Auckland Council for the purpose of future open space, providing recreational opportunities and community gathering focal points for future residents, in addition to that provided by the Hobsonville War Memorial Park.
- S5** Hobsonville Local Centre services and Hobsonville Road, with its future cycle lanes and planned increased frequency of buses between Hobsonville Point Ferry, Westgate Metropolitan Centre and Constellation Station, is within a 10-15m walk from most of the Neighbourhood Plan Area, supporting a medium density level of development.

WEAKNESSES

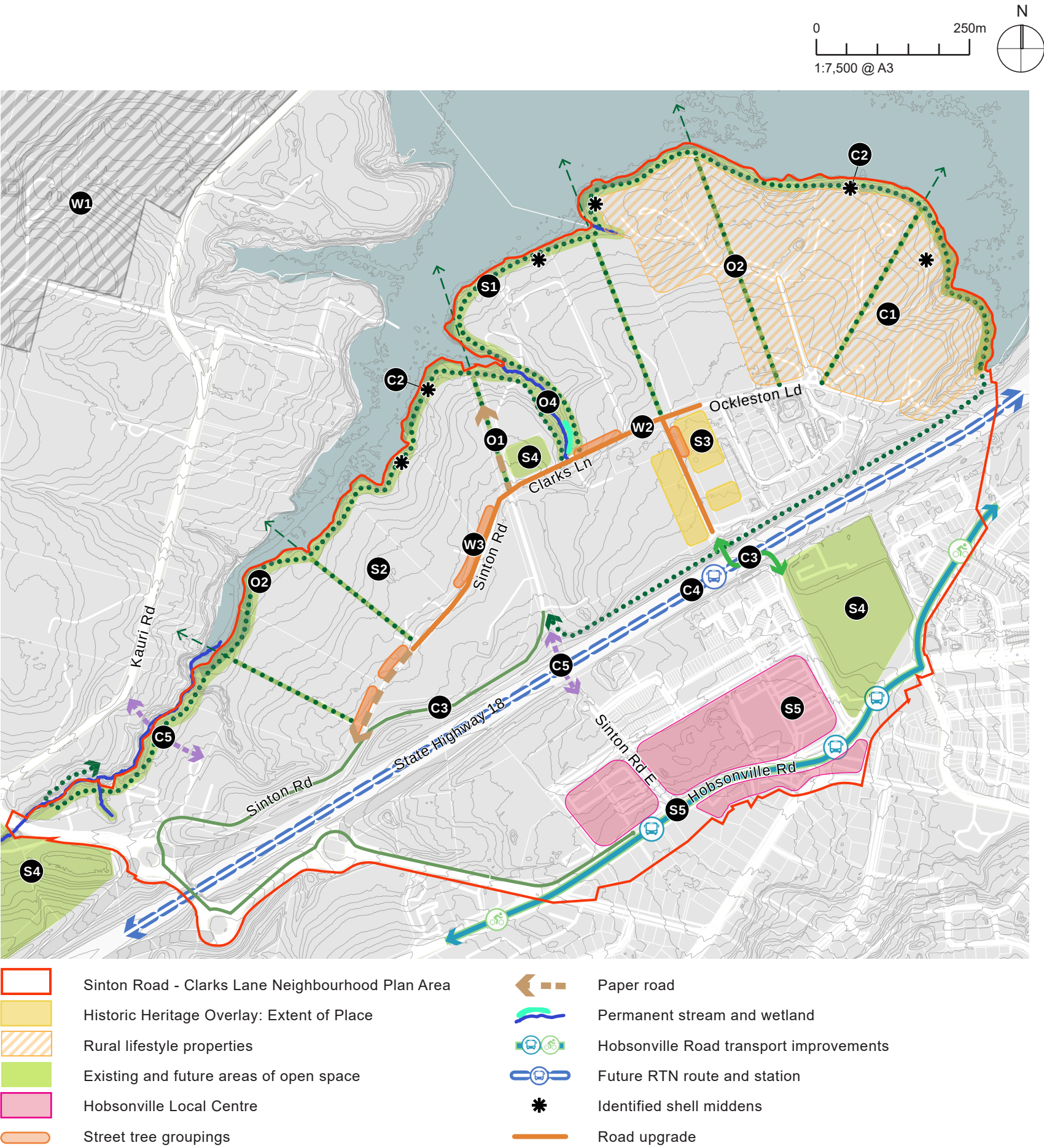
- W1** The Neighbourhood Plan Area is outside the currently mapped 65 and 57 dB zones from the Whenuapai Airbase. However, its proximity to the Airbase may require incorporating acoustic mitigation into future buildings.
- W2** Parts of Clarks Lane and Sinton Road have a rural road condition (no footpaths) and will require upgrading to support intensification.
- W3** Some properties have groupings of trees planted within the Council owned road reserve which are potentially not conducive to urban development (CPTED, site access and road upgrade issues).

OPPORTUNITIES

- O1** Existing paper roads provide built-in opportunities for potential connections.
- O2** The Neighbourhood Plan Area has a coastal edge, providing the opportunity for outlook, views and access along the coastal environment, continuing in a loop along the SH18 corridor.
- O3** Development provides the opportunity to remove weeds and exotic species along the coastal edge and enhance native vegetation, including within the existing Significant Ecological Area.
- O4** Land development offers the opportunity to restore and enhance riparian margins to streams and an identified wetland.
- O5** Some development can be serviced by upgrades to existing water and wastewater networks.

CONSTRAINTS

- C1** Significant improvements have been undertaken to rural lifestyle properties at the eastern end of the Neighbourhood Plan Area, meaning that their likelihood of redeveloping in the short to medium term is low.
- C2** Urban development needs to avoid the location of identified shell middens.
- C3** Access to and from the Neighbourhood Plan Area is limited to the Clarks Lane footbridge and Sinton Road, meaning that the Neighbourhood Plan Area does not lend itself to the higher density (THAB) level of intensification proposed by PC5 and Variation 1.
- C4** There is no programme for delivery of the Upper Harbour RTN route and associated RTN station identified in the Whenuapai Structure Plan, and referred to in PC5 and Variation 1, meaning that the Neighbourhood Plan Area does not lend itself to a higher density (THAB) level of intensification.
- C5** Potential new connections indicated in PC5 and Variation 1, north-west between Sinton Road and Kauri Road (across a stream) and south between Sinton Road and Sinton Road East (across SH18), are only needed to serve the higher density (THAB) development scenario shown in those plans and would be expensive and difficult to construct.
- C6** Investigations by ENGEO have found that the Cabra landholdings (10, 14 and 16 Sinton Road and 15 Clarks Lane) and the neighbouring properties of 12 Sinton Road, and 17 and 17A Clarks Lane, while identified by Auckland Council as lots with Historic Horticulture use, have not been subject to specific uses which would prevent their conversion to residential use (refer to page 32 of this document for further information).



KEY DESIGN PRINCIPLES

Three key design principles have been developed in response to the characteristics of the Sinton Road - Clarks Lane Neighbourhood Plan area. These are an amalgam of the six attributes of a well-functioning urban environment, as required by the NPS-UD:

- A

Housing choice & variety
- B

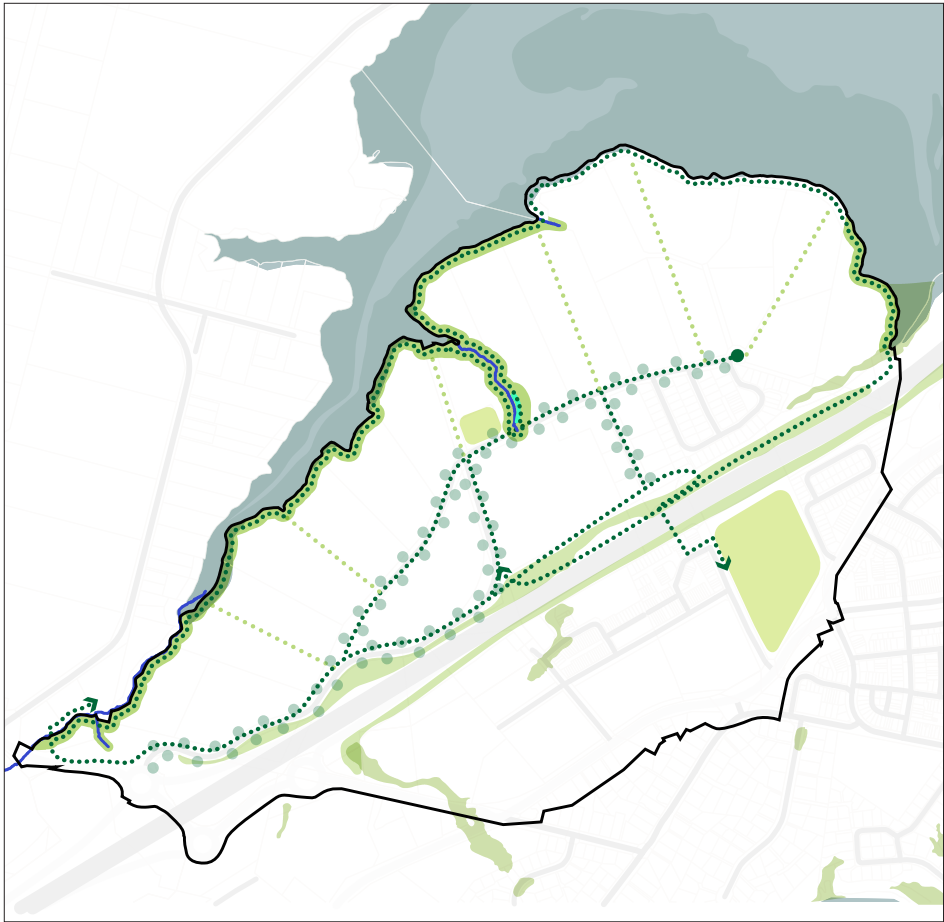
Variety of site sizes for business
- C

Accessibility to jobs, amenities, open spaces
- D

Competitive markets
- E

Greenhouse gas emission reduction
- F

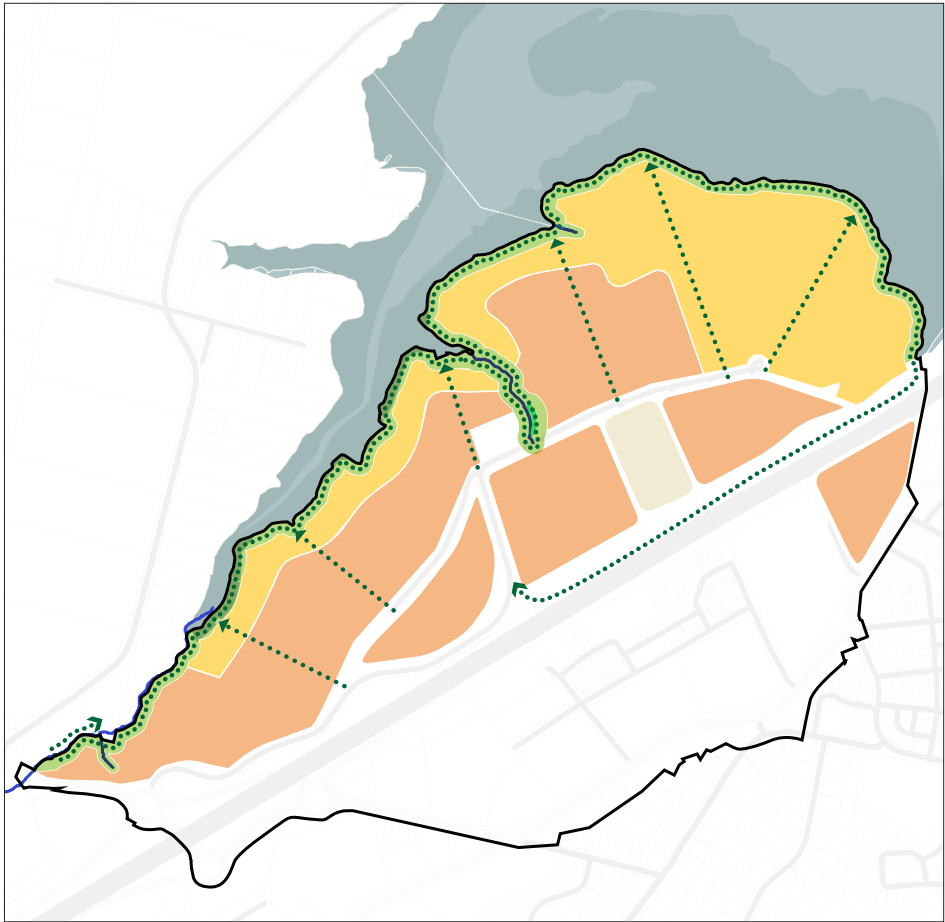
Resilience to climate change



Create a connected green network for ecology and recreation

C E F WFE Attribute

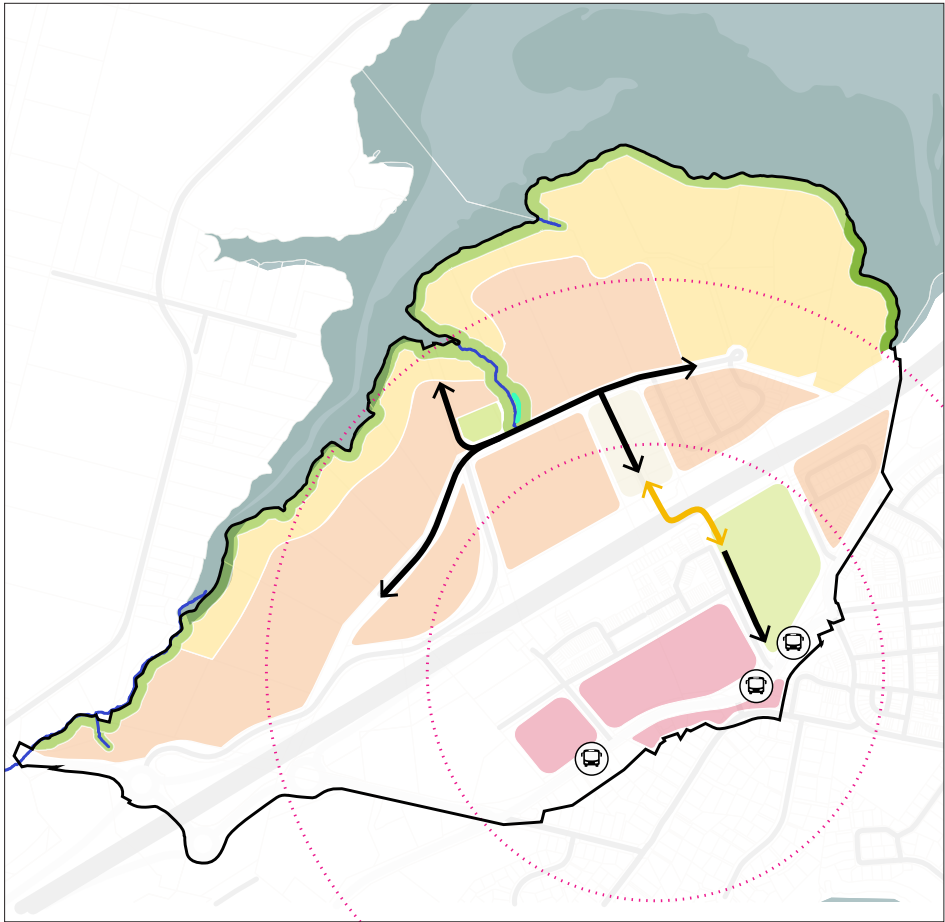
- Restore and enhance native vegetation along the coastal edge, streams and wetlands.
- Integrate green networks with open space and the pedestrian network, including a coastal edge loop path / pedestrian route along the coast and stream corridors, linking existing and planned public open space.
- Provide a range of open space types that supports different activities.
- Planting that supports greenhouse gas emission reduction.
- Esplanade reserves accommodating 100 year coastal erosion and coastal inundation.



Enable housing that responds to the coastal context and provides choice

C E F WFE Attribute

- Lower density at the coastal edge to respond to the character of the coastal environment and increased density closer towards Hobsonville Local Centre and public transport along Hobsonville Road.
- Acknowledge that higher density within the Neighbourhood Plan Area may not be appropriate until the Upper Harbour RTN route is delivered in the longer term horizon.
- Adopt a zoning approach that enables diversity and choice in housing typologies and forms, including stand-alone, duplexes, and terraces.
- Adopt a block pattern and urban form that optimises physical access and sightlines to the coast.



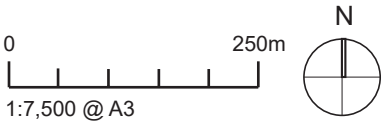
Accessibility to jobs, amenities, services and open space

C E WFE Attribute

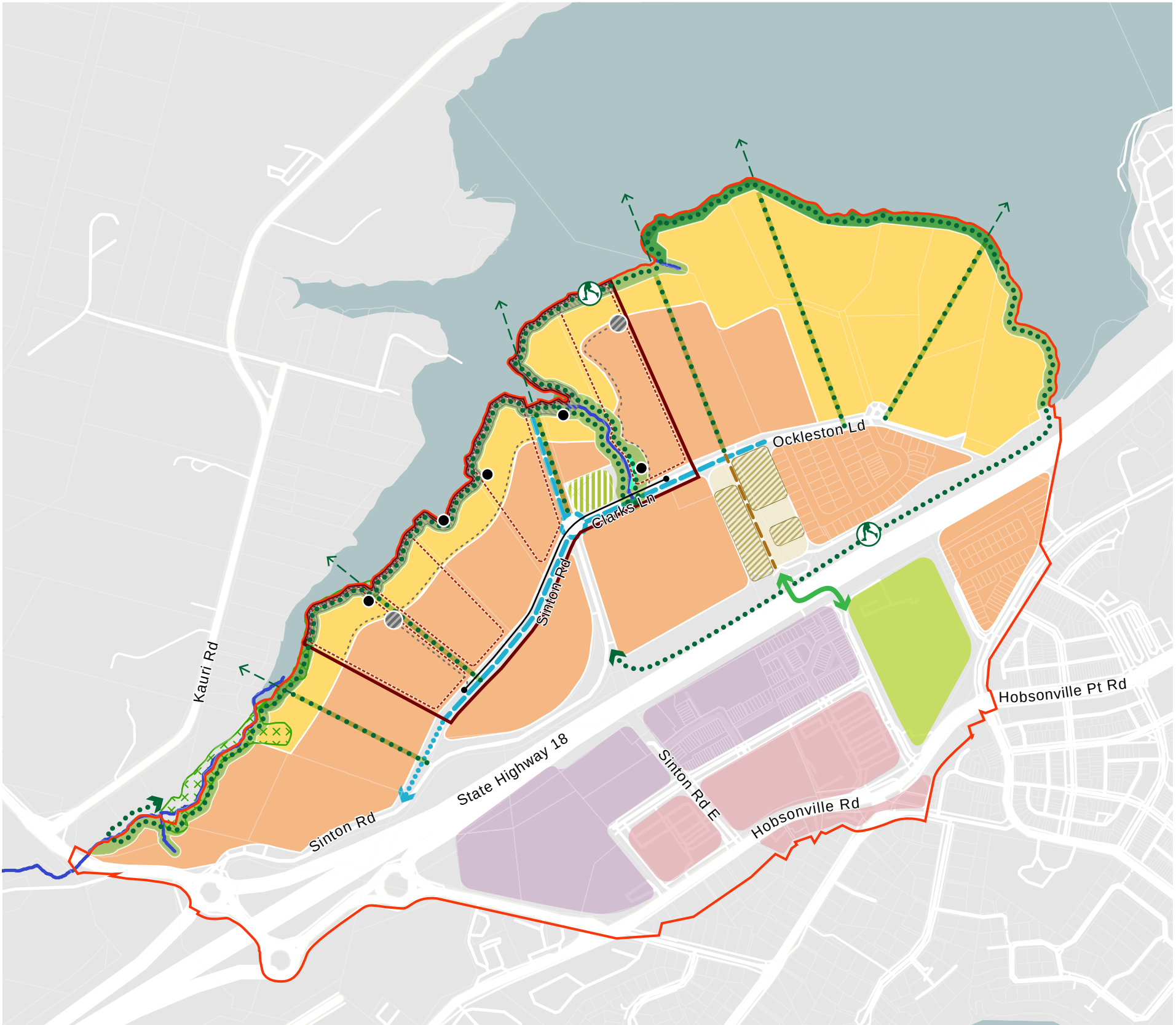
- Optimise accessibility between work, live, transport and recreation activities and uses at a neighbourhood level, contributing to an integrated urban form and reduction in greenhouse gas emissions.
- Improve pedestrian and cycle connectivity to the Clarks Lane footbridge and the amenities and services of Hobsonville Local Centre and Hobsonville Road bus routes.

NEIGHBOURHOOD PLAN

Analysis by DKO Architects has estimated a gross yield (excluding roads and future esplanade reserves / open spaces) of 1015 dwellings. This comprises 392 dwellings in the indicative Plan Change Area and 623 dwellings in the balance area north of SH18, excluding 20-30 Ockleston Landing, houses within the Ockleston Landing residential subdivision, and Clarks Lane heritage houses.



- Sinton Road - Clarks Lane Neighbourhood Plan Area
- Business - Local Centre Zone
- Business - Mixed Use Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Open Space Zone
- Indicative esplanade reserve
- Open Space - Informal Recreation Zone (Future Neighbourhood Park)
- Open Space - Sport and Active Recreation Zone
- Indicative walking & cycling routes
- Clarks Lane Footbridge
- Indicative visual connections to the coast
- Historic Heritage Overlay: Extent of Place
- Permanent stream
- Indicative wetland
- Indicative roundabout
- Potential road connection
- Upgrade to urban road (kerb, footpaths and street trees)
- Upgrade to urban road (responsive to heritage context)
- AUP Significant Ecological Area Overlay
- Indicative Plan Change Boundary
- Cabra landholdings
- Coastal erosion zone (14m-18m, as per SLR site investigations)
- Gravity line, pump wastewater station & rising main to service Plan Change area
- Indicative location of stormwater outfall & erosion protection (stormwater to be treated & attenuated prior to discharge)
- Water supply in road reserve (extensions & upgrades required)



Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hīhiri (cultural advisory), engagement, transport advisory, climate change, graphics and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation and excellence by understanding each project’s interconnections with the wider environmental, social, cultural and economic context.



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