Auckland Unitary Plan Operative in part

Plan Change 12

Hobsonville Corridor Precinct

Operative 27 September 2019

Enclosed:

- Public Notice
- Seal page
- Operative version

Auckland Unitary Plan

Resource Management Act 1991 (the Act)

Plan Change 12 - Hobsonville Corridor Precinct

At its meeting on Tuesday, 6 August 2019 the council resolved to approve the above plan change to the Auckland Unitary Plan following the completion of the statutory processes.

The operative date is Friday, 27 September 2019.

The updated district plan and background information may be viewed at the following www.aucklandcouncil.govt.nz/planchanges.

Dated 19 September 2019

Find out more: phone 09 301 0101 or visit aucklandcouncil.govt.nz

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Auckland Unitary Plan
Plan Change 12 : Hobsonville Corridor Precinct

THE COMMON SEAL of the **AUCKLAND COUNCIL** was hereby affixed under the authority of council :

Mayor / ~~Deputy Mayor~~ / Chief Executive / ~~Chief Officer~~

~~Deputy Mayor~~ / ~~Chief Executive~~ / ~~Chief Officer~~ / General Counsel

This plan change became operative on 27 September 2019.

I603. Hobsonville Corridor Precinct

I603.1. Precinct Description

The Hobsonville Corridor Precinct is located between Hobsonville Road and the Upper Harbour Highway (State Highway 18), and extends from Rawiri Stream eastwards to Memorial Park Lane at the Hobsonville Domain.

There are three sub-precincts in the precinct:

- Sub precinct A - divided into Area 1 and Area 2;
- Sub precinct B; and
- Sub-precinct C.

The purpose of the precinct is to provide a comprehensive and integrated approach to development to enable integrated land use and transport outcomes. High standards of urban design and landscape development are required throughout Sub-precincts A and B, with active, pedestrian-orientated frontages along Hobsonville Road. Slip lanes are provided for in Sub-precinct B where they will provide safe access to buildings and activities along Hobsonville Road. In Sub-precinct C the precinct provisions provide for a good standard of visual amenity for Hobsonville primary school and residents on the southeastern side of Hobsonville Road.

The zoning of the land within the Hobsonville Corridor Precinct is Business- Mixed Use Zone, Business-Local Centre Zone, Business-Light Industry Zone, Open Space-Informal Recreation Zone and Open Space- Conservation Zone.

The I603.10.1 Hobsonville Corridor: Precinct plan 1 shows the sub-precinct boundaries. I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B and I603.10.3 Hobsonville Corridor: Precinct Plan 3 - Sub-precinct C set out key transport infrastructure. I603.10.4 Hobsonville Corridor: Precinct plan 4 is a diagram of a typical slip lane design and I603.10.5 Hobsonville Corridor: Precinct plan 5 shows the landscape frontage areas around Hobsonville Primary School. I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road outlines the location of the Brigham Creek Road/Westpoint Drive intersection, building setbacks along Brigham Creek Road and vehicle access restrictions on Westpoint Drive.

Stormwater management within the precinct is the subject of a stormwater network discharge consent which contains both an overall management approach and specific requirements for both hydrological mitigation and quality treatment at source. In addition, stormwater is managed in the precinct through the application of the Stormwater Management Area Flow 1 Control and requirements for stormwater quality treatment at source.

The provisions for the at-source quality treatment of stormwater runoff from impervious surfaces in this precinct replace the provisions of Chapter E9 – Stormwater quality – High contaminant generating car parks and high use roads.

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

I603.2. Objectives

(1) The Hobsonville Corridor Precinct is developed in a comprehensive and integrated way for residential and business activities to service projected population growth at Hobsonville and the Hobsonville Peninsula.

(2) [deleted]

(3) Transport and land use patterns are integrated, particularly around the Brigham Creek interchange to achieve a sustainable, liveable community.

(4) Subdivision and development is compatible with existing landscape features and sensitive to the ecological qualities of the upper Waitemata Harbour.

(5) High density employment and residential activities are adjacent to transport, and land is used efficiently.

(5A) Transport linkages within and through the precinct provide direct, alternative routes to using Hobsonville Road and the State Highway network.

(6) Walking and cycling is promoted through the sub-precincts.

(7) [deleted]

(7A) Stormwater management and treatment mitigates adverse effects of development on the receiving environments.

Sub-precinct A

(8) Mixed use development is comprehensively planned and a range of commercial, retail and residential activities enabled.

Sub-precinct B

(8A) Development is of a form, scale and design quality that reinforces the local centre as a focal point for the community.

(8B) High-quality urban design outcomes are achieved in the local centre.

(9) Sub-precinct B is the compact, pedestrian orientated retail core of the precinct with a mix of large and small scale retail activities (including two supermarkets) to service the local convenience needs of the existing and future residential and employment population in Hobsonville.

(10) Hobsonville Road is the focal point of pedestrian activity, with active frontages and high quality urban design.

(11) [deleted]

Sub-precinct C

(12) Development along Hobsonville Road and adjacent to Hobsonville Primary School provides a good amenity interface with the residential properties on the opposite side of Hobsonville Road as well as with the school.

(13) The Rawiri Stream environment is enhanced through riparian planting and the provision of pedestrian and cycle access.

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

I603.3. Policies

I603.3.1. [deleted]

Development

(1) Promote comprehensive and integrated development of the precinct in accordance with I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B and I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C.

(2) Require subdivision to provide for the inter-relationship and future integration with other land both within the sub-precincts and the wider precinct.

Sub-precinct A and B

(3) Enable high intensity development, particularly adjoining Hobsonville Road, to provide for high densities of employment, and residential activity adjacent to the transport network.

(4) Provide for compact mixed use environments by:

(a) managing development to provide a range of commercial, retail and residential activities; and

(b) enabling residential and office activities above street level in the Business - Local Centre Zone.

(5) Enable medium to high density housing in Area 1 of Sub-precinct A.

(6) Manage the location, scale and type of retail activities within Sub-precinct A to ensure that the retail development in that sub-precinct does not detract from the viability of a compact, pedestrian oriented centre in Sub-precinct B.

(7) Enable a mix of retail activities in Sub-precinct B including:

(a) two supermarkets; and

(b) small scale retail and commercial services.

I603.3.2. [deleted]
Built form

(8) Manage potential reverse sensitivity effects between mixed use and industrial development and residential and other sensitive activities by controlling the design of mixed use and industrial developments.

(9) Manage development so that its scale and design contributes to the creation of high-quality amenity through pedestrian connections and public open space.

Built form in Sub-precincts A and B

(10) Encourage higher employment densities along public transport corridors by requiring development fronting Hobsonville Road to be at least two storeys.

(11) Recognise the importance of Hobsonville Road as the primary street for public interaction in the local centre by requiring buildings in Sub-precinct B with frontages to Hobsonville Road 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 to provide for safe pedestrian, cycle and vehicular movements; and

(h) be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking.

(i) [deleted]

(12) Provide for the establishment of two supermarkets in Sub-precinct B by:

(a) recognising the positive contribution supermarkets make to centre viability and function, and

(b) requiring designs that positively contribute to the streetscape and character of their surroundings.

(13) Ensure that the ground floor of buildings in Area 1, Sub-precinct A do not contain residential activities.

(14) Ensure that food and beverage outlets and dairies are located on the ground floor of buildings so that they contribute to active street frontages in Area 2, Sub-Precinct A.

Built form in sub-precinct C

(15) Manage development along Hobsonville Road and adjacent to Hobsonville Primary School to provide visual amenity for the school and properties on the south eastern side of Hobsonville Road.

I603.3.3. [deleted]
Pedestrian and cycling access

(16) Require the provision of safe pedestrian linkages across Hobsonville Road.

(17) Promote the development of road patterns to support a range of non-residential activities and to create a walkable and cyclable street environment through and between sub-precincts.

(18) Ensure the interface between roads and any future pedestrian and cycling access alongside Rawiri Stream provides a safe and high amenity environment.

I603.3.4. [deleted]
Infrastructure

(19) Ensure urban growth is sequenced to align with the delivery of infrastructure.

Transport

(20) Manage development so that it does not adversely affect the safe and efficient operation of the transport network.

(21) Require the provision of road connections through sites

(a) as generally indicated on I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub precincts A and B, I603.10.3 Hobsonville Corridor: Precinct plan 3- Sub-precinct C and I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road.

(b) to connect to identified strategic access points indicated in I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C and with existing roads or road sections in Sub-precinct C.

(c) to provide direct road linkages to and through the precinct as an alternative to using Hobsonville Road and the State Highway network as indicated in I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B and I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C.

(d) to enable the existing road network to be extended to adjacent land (including aligning with any new proposed connections to or over the state highway) to support safe and efficient movement within the precinct and to and from the surrounding transport network.

(22) Enable the provision of slip lanes in general accordance with I603.10.4 Hobsonville Corridor: Precinct plan 4 -Typical design of slip lanes, where appropriate to provide access to activities and buildings and to limit the number of access points on to Hobsonville Road in sub-precinct B.

(23) Provide for transport networks including identified 'strategic access points' shown on I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B and I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C that:

(a) integrate with land use activities within the precinct and allow for safe and efficient movements within and around the precinct;

(b) are designed to promote the safety of all road users; and

(c) are designed to promote the use of alternative modes to private motor vehicles, including walking and cycling

Stormwater Management

(24) Treat stormwater runoff at source to enhance the quality of freshwater systems and coastal waters.

(25) Provide for stormwater mitigation and passive recreational opportunities by requiring developments to provide for enhancement of riparian margins, ecological linkages and instream ecology.

(26) Ensure development is consistent with any approved network discharge consent and supporting stormwater management plan including the application of an integrated management approach to achieve water quality and hydrology mitigation.

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

I603.4. Activity tables

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically provided for by a rule in Activity Table I603.4.1, Activity Table I603.4.2 or Activity Table I603.4.3 below.

Activity Table I603.4.1, Table I603.4.2 and Table I603.4.3 specify the activity status of land use, subdivision and development activities in the Hobsonville Corridor Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991.

Note 1

Where 'NA' has been included in the activity status column, the activity is not applicable in the particular section of the activity table.

Note 2

Where no activity status has been included in the activity status column, the activity status is to be determined on the basis of the applicable overlay, Auckland-wide or zone activity rules.

Note 3

The rules I603.4.1 (A8H), I603.4.2 (A23) and I603.4.3 (A34) replace the rules in Chapter E9 – Stormwater quality – High contaminant generating car parks and high use roads in the precinct. No resource consents are required under Chapter E9 – Stormwater quality – High contaminant generating car parks and high use roads in the precinct.

Table I603.4.1 Activity table – Sub-precinct A

Activity		**Activity status**	
		Area 1	**Area 2**
Use			
(A1)	Offices	NC	RD
(A2)	Service stations	NC	RD
(A3)	Trade suppliers	NC	RD
(A4)	Food and beverage and dairies up to 200m^2 gross floor area per site	P	RD
(A5)	Food and beverage and dairies more than 200m^2 gross floor area per site	NC	NC
(A6)	[deleted]		
(A7)	[deleted]		
(A7A)	Food and beverage and dairies that are located above the ground floor in Area 2	NA	NC
(A7B)	Dwellings that are located on the ground floor in Area 1	NC	NA
Subdivision			
(A8)	Subdivision		
(A8A)	Subdivison that does not comply with one or more of the standards contained in I603.6.3A, I603.6.3B or I603.6.3C	D	D
Development			
(A8B)	New roads	RD	RD
(A8C)	New vehicle accessways	RD	RD
(A8D)	New buildings		
(A8E)	Alterations to building facades that are less than 25m^2		
(A8F)	Additions to buildings that are less than: (a) 25 per cent of the existing gross floor		

	area of the building; or (b) 250m² whichever is the lesser		
(A8G)	Additions and alterations to buildings not otherwise provided for		
(A8H) [rp]	Development of new or redevelopment of impervious areas	P	P
(A8I) [rp/dp]	Development that does not comply with one or more of the standards contained in Standard I603.6. 3A, Standard I603.6.3B or Standard I603.6.3C	D	D
(A8J)	Development that does not comply with Standard I603.6.4	RD	RD

Table I603.4.2 Activity table – Sub-precinct B

Activity		**Activity status**
Use		
(A9)	Dwellings located more than 400m from the intersection of Hobsonville and Clark/Wisely Roads	D
(A10)	Dwellings located within 400m from the intersection of Hobsonville and Clark/Wisely Roads	P
(A11)	A supermarket of up to 4000m^2 gross floor area, resulting in no more than two supermarkets consented or completed in Sub-precinct B.	RD
(A12)	A supermarket when there are already two supermarkets consented or completed in Sub-precinct B	NC
(A13)	Supermarket of more than 4000m^2 gross floor area	NC
(A14)	[deleted]	
(A15)	[deleted]	
(A15A)	A retail unit, excluding a supermarket, with more than 500m² gross floor area.	NC
(A15B)	Retail, excluding a supermarket, where the average gross floor area of the retail units proposed is more than 300m²	NC
Subdivision		
(A16)	Subdivision	
(A16A)	Subdivison that does not comply with one or more of the standards contained in Standard I603.6.3A, Standard I603.6.3B or Standard I603.6.3C.	D
Development		
(A17)	New roads	RD
(A18)	New vehicle accessways and slip lanes	RD
(A19)	New buildings	
(A20)	Alterations to building facades that are less than 25m^2	
(A21)	Additions to buildings that are less than: (a) 25 per cent of the existing gross floor area of the building; or	

	(b) 250m² whichever is the lesser	
(A22)	Additions and alterations to buildings not otherwise provided for	
(A23) [rp]	Development of new or redevelopment of impervious areas	P
(A24) [rp/dp]	Development that does not comply with one or more of the standards contained in Standard I603.6.3A, Standard I603.6.3B or Standard I603.6.3C.	D
(A25)	Development that does not comply with one or more of the standards contained in Standard I603.6.4 or Standard I603.6.6.	RD

Table I603.4.3 Activity Table – Sub-precinct C

Activity		**Activity status**
Subdivision		
(A26)	Subdivision	
(A27)	Subdivison that does not comply with one or more of the standards contained in Standard I603.6.3A, Standard I603.6.3B or Standard I603.6.3C.	D
Development		
(A28)	New roads	RD
(A29)	New buildings	
(A30)	External alterations and additions to buildings	
(A31)	New buildings or parts of buildings that are located on sites: (i) fronting Hobsonville Road and subject to building height restriction area as shown on I603.10.3; or (ii) adjoining Hobsonville Primary School.	RD
(A32)	External alterations and additions to buildings or parts of buildings that are located on sites: (i) fronting Hobsonville Road and subject to building height restriction area as shown on I603.10.3; or (ii) adjoining Hobsonville Primary School.	RD
(A33)	Alterations to building facades that are less than 25m^2 that are are located on sites:	P

	(i) fronting Hobsonville Road and subject to building height restriction area as shown on I603.10.3; or (ii) adjoining Hobsonville Primary School.	
(A34) [rp]	Development of new or redevelopment of impervious areas	P
(A35) [rp/dp]	Development that does not comply with one or more of the standards contained in Standard I603.6.3A, Standard I603.6.3B or Standard I603.6.3C, Standard I603.6.8 or Standard I603.6.9.	D

I603.5. Notification

(1) Any application for resource consent for an activity listed in Table I603.4.1, Table I603.4.2 and Table I603.4.3 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).

I603.6. Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I603.4.1, I603.4.2 and I603.4.3. The standards in E9 Stormwater Quality – High contaminant generating car parks and high use roads do not apply.

All activities listed in Table I603.4.1, Table I603.4.2 and Table I603.4.3 must also comply with Standards I603.6.1 – I603.6.9.

I603.6.1. [deleted]

I603.6.2. [deleted]

I603.6.3. [deleted]

I603.6.3A Standards - subdivision and development

Purpose:

- ensure that roads are constructed to serve development in general accordance with I603.10.2 Hobsonville Corridor: Precinct plan 2 Sub-precincts A and B, I603.10.3 Hobsonville Corridor: Precinct plan 3- Sub-precinct C and I603.10.6 Hobsonville Corridor: Precinct plan 6- Westpoint Drive and Brigham Creek Road; and

- To provide an additional setback on Brigham Creek Road to accommodate a future intersection with Westpoint Drive which is able to include right hand turn movements into Westpoint Drive.

(1) Any subdivision or development of a site that contains an indicative future road or a preferred future road alignment must include the development of that road in general accordance with I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B, I603.10.3 Hobsonville Corridor: Precinct plan 3- Sub-precinct C and I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road.

(2) Any subdivision or development of a site that contains the indicative arterial road as shown in I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C must provide for that new road.

(3) No structure will be located within an indicative future road, preferred future road alignment or indicative arterial road as identified in the I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B and I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C, unless an alternative road alignment has been approved by resource consent.

(4) All buildings (except for temporary buildings) on the southern side of Brigham Creek Road west of 118 Hobsonville Road (Lot 1 DP 49682) are to be setback from the road frontage as shown in I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road to allow for the widening of Brigham Creek Road.

An application to construct a temporary building within the setback area is a restricted discretionary activity in accordance with General Rule C.1.9.

I603.6.3B Standards – New Roads

Purpose: ensure that roads are constructed to serve development in general accordance with I603.10.2 Hobsonville Corridor: Precinct plan 2 Sub-precincts A and B, I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C and I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road.

(1) Where the site includes the terminus of an indicative future road or a preferred future road alignment it must be designed to connect to the identified ‘strategic access points' on I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C.

(2) Any new road or section of road as required in Standard I603.6.3A (1) or (2) above must connect with existing formed section/s and consented alignments on adjacent sites and must be designed to the same standard (to accommodate the same transport modes) as those existing and consented formed section/s of road that it connects to.

(3) The Indicative Strategic Access Point for Westpoint Drive onto Brigham Creek Road is to be left in and left out only until such time that the State Highway 18

Brigham Creek Interchange is upgraded to a diamond interchange or similar. A central raised median is to be placed on Brigham Creek Road to prevent right hand turn movements into or out of Westpoint Drive.

(4) Right turn movements into the Indicative Strategic Access Point for Westpoint Drive may only occur when the State Highway 18 Brigham Creek Interchange is upgraded to a diamond interchange or similar. At the time right turn movements are introduced, the intersection shall be signalised, two right turn lanes shall be provided and additional through lanes on Brigham Creek Road in each direction shall be provided, along with pedestrian / cycle crossing facilities.

(5) A vehicle access restriction applies on Westpoint Drive (both sides) for a minimum of 54 m from Brigham Creek Road (measured perpendicular from Designation 6471), as shown in I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road. Construction or use of a vehicle crossing is not permitted within the vehicle access restriction.

I603.6.3C Standards – Development of new or redevelopment of impervious areas

(1) Impervious areas where stormwater runoff is directed to an approved communal stormwater management device designed to achieve 75% total suspended solids removal and extended detention stormwater quality treatment must:

(a) Use inert building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper, and lead); and

(b) Achieve stormwater quality treatment at-source for all high use roads and high contaminant generating carparks using a filtration device (or similar) designed to remove metals and hydrocarbons in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or

(c) Achieve stormwater quality treatment for all impervious areas using a filtration device (or similar) designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003).

(2) All other impervious areas not directed to an approved stormwater management device must:

(a) achieve stormwater quality treatment at-source in accordance with Auckland Council Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003). (Note: the implementation of bioretention devices to achieve retention in accordance with SMAF Table E10.6.3.1.1 Hydrology mitigation requirements are considered to achieve this standard); or

(b) use inert building materials.

I603.6.4. Standards – New buildings, external alterations and additions to buildings fronting Hobsonville Road in sub-precincts A and B

Purpose: ensure buildings define the street edge of Hobsonville Road and contribute to:

- providing an attractive streetscape;
- enhancing pedestrian amenity; and
- making buildings accessible.

(1) A new building on a site fronting Hobsonville Road, or additions or external alterations to an existing building located at the Hobsonville road street frontage, must adjoin the street frontage for its entire length.

(2) Driveways are excluded from the requirements in Standard I603.6.4(1).

(3) Where a slip lane is proposed, any new building or additions or external alterations to an existing building located at the slip lane frontage, must adjoin the slip lane for its entire length.

(4) New buildings or additions or external alterations to an existing building on sites fronting Hobsonville Road in sub-precincts A and B must have a minimum height of 8.5m or two storeys above the finished level of the street for a minimum depth of 10m from the frontage.

(5) Standards I603.6.4 (1) to (4) above do not apply to alterations to facades.

I603.6.5. [deleted]

I603.6.6. Standards – New buildings, external alterations and additions to buildings in Sub-precinct B

Purpose: provide pedestrians with weather protection, safety and amenity on the frontages of sites on Hobsonville Road.

(1) The ground floor of a building, alteration or addition fronting Hobsonville Road must provide a verandah along the full extent of the frontage.

(2) The verandah must:

(a) be related to its neighbours to provide continuous pedestrian cover of the footpath, excluding vehicle access;

(b) have a minimum height of 3m and a maximum height of 4.5m above the footpath; and

(c) be set back at least 600mm from the kerb.

(3) Standard I603.6.6 (1) and (2) do not apply to alterations to facades that are less than 25m².

I603.6.7. [deleted]

I603.6.8. Standards - New buildings or parts of buildings, alterations to facades, external alterations and additions to buildings that are located on sites fronting Hobsonville Road in Sub-precinct C and subject to building height restriction area as shown on I603.10.3.

Purpose: manage the adverse effects of development fronting Hobsonville Road on the residential properties on the eastern side of the road.

(1) Any new building or parts of a building, additions and alterations must be set back from the Hobsonville Road boundary by 3m.

(2) Front yards must not be used for storage of materials or waste.

(3) The front yard required in Standard I603.6.8(1) (excluding access points) must be planted with a mix of ground cover plants (including grasses), shrubs and trees for a minimum depth of 3m from the Hobsonville Road boundary, and along the full extent of that road boundary.

(4) New buildings, alterations to facades, external alterations and additions to buildings on sites fronting Hobsonville Road in sub-precinct C must not exceed the following standards, as shown in Figure 1 below:

(a) a height of 10m above the finished level of the street for a minimum depth of 10m from the building's Hobsonville Road frontage for a minimum of 50% of that frontage.

(b) a height of 20m above the finished level of the street for the remaining depth of the building that is 13 metres or more from Hobsonville Road.

(c) Any part of a building that is more than 10m high must be setback by a minimum of 10 m from the building's facade on the Hobsonville Road frontage.

(5) Buildings must not project beyond a 35 degree recession plane measured from a point 6m vertically above ground level along the boundary of the residential zone, measured at the road boundary, as shown in Figure 1 below:

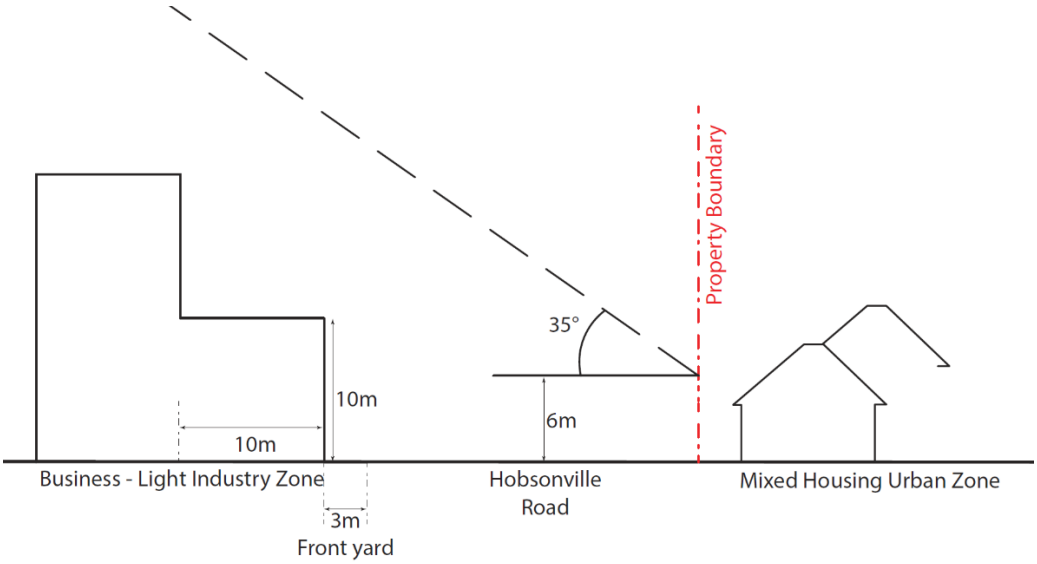


Figure 1: Sub-precinct C- Maximum Height and Height in Relation to Boundary standards

I603.6.9 Standards - Development and subdivision on sites adjoining Hobsonville Primary School

Purpose: ensure development adjoining the Hobsonville Primary School mitigates adverse effects on the school.

(1) A landscape buffer of 3m in depth should be provided prior to the construction of the buildings on all sites identified with Landscape Frontage Areas on Precinct Plan 5.

(2) The landscape buffer required in Standard I603.6.9 (1) above must be planted in a manner that will mitigate the potential adverse effects of proposed development and activities on the school.

(3) Continuous acoustic fencing must be provided for the entire length of property boundaries with the school.

(4) Buildings on sites identified with Landscape Frontage Area A1 on Precinct Plan 5 must be setback by 9 metres from the boundary with Hobsonville Primary School.

(5) A 3 metre wide landscaped area must be provided within the 9 metre building setback required in Standard I603.6.9 (4). This is in addition to the landscape buffer described in Standard I603.6.9 (1) above.

(6) Buildings on all sites with Landscape Frontage Area A2 or Landscape Frontage Area B on Precinct Plan 5 must be setback by at least 6 metres from the boundary with Hobsonville Primary School.

(7) New buildings and external alternations and additions on sites identified with Landscape Frontage Area A1 or Landscape Frontage Area A2 on Precinct Plan 5 : Landscape Frontage Areas must be contained within a recession plane of no more than 35 degrees as measured from any relevant point 2.5m vertically above ground level on that boundary.

(8) New buildings and external alterations and additions on sites identified with Landscape Frontage Area B on Figure Precinct Plan 5: Landscape Frontage Areas must be contained within a recession plane of no more than 45 degrees as measured from any relevant point 2.5m vertically above ground level on that boundary.

I603.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I603.8. Assessment – restricted discretionary activities

I603.8.1. Matters of discretion

The Council will reserve its discretion to all of 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 overlays, Auckland-wide, or zones provisions:

(1) All use, development and subdivision:

(a) [deleted]

(b) location, physical extent and design of vehicle accessways and slip lanes;

(c) [deleted]

(d) transport;

(e) infrastructure;

(f) the development layout, being the layout and design of roads, pedestrian and cycling network, the location and design of open spaces, earthworks areas and land contours, and infrastructure location;

(g) [deleted]

(h) [deleted]

(i) the staging of construction, and the use of erosion and sediment controls during construction, to reduce sediment entering the environment.

(2) Buildings or development:

(a) [deleted]

(b) building interface with the public realm;

(c) design, location and scale;

(d) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, pedestrian and cycling network, open spaces, land contours, and infrastructure location; and

(e) in Sub-precinct C, building interface with residential properties and Hobsonville Primary School

(3) Roads:

(a) the location and design of the roads, including their provision for walking and cycling, relative to overall development, including the layout and design of open spaces, earthworks areas and land contours, and infrastructure location, and consistency with I603.10.2 Hobsonville Corridor: Precinct plan 2 - Sub-precincts A and B, I603.10.3 Hobsonville Corridor: Precinct plan 3- Sub-precinct C and I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road.

(b) Effects on the transport network; and

(c) Design and location of access

(4) [deleted]

(5) Subdivision in Sub-precinct C

(a) location of roads and connections with neighbouring sites.

(b) functional requirements of the transport network and different transport modes, including walking and cycling.

(c) site and vehicle access including roads, rights of way, and vehicle crossings.

(d) construction of indicative roads and strategic access points.

I603.8.2. 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 overlays, Auckland-wide or zones provisions:

(1) building interface with the public realm in sub precincts A and B

(a) Buildings should activate the adjoining street, slip lane or public open space by:

(i) being sufficiently close to the street boundary and of a frontage height that contributes to street definition, enclosure and pedestrian amenity;

(ii) where located on a site which has frontage to Hobsonville Road, to adjoin the site frontage;

(iii) having a pedestrian entrance visible from the street and located sufficiently close to reinforce pedestrian movement along the street;

(iv) having a floor to floor height that allows for a range of uses;

(v) providing a level of glazing that allows a high degree of visibility between the street/public open space and building interior to contribute to pedestrian amenity and passive surveillance;

(vi) providing pedestrian cover from the weather and wind of a design consistent with the pedestrian focal point role of Hobsonville Road;

(vii) avoiding blank walls at ground level, or when the wall is visible from a road or public place; and

(viii) providing convenient and direct entry between the street and building for people of all ages and abilities.

(b) Vehicle access should be shared between buildings to reduce gaps in the streetscape and service lanes should be provided within urban blocks.

(c) Buildings within the Sub-precinct A - Area 2 should be located and designed to encourage pedestrian movements and the use of public transport.

(d) Buildings, particularly those adjoining Hobsonville Road, should contribute to the appearance and integrity of the streetscape as a whole.

(e) When considering site layout and ways to limit direct access onto Hobsonville Road, preference should be given to methods other than slip lanes, such as rear access.

(f) Buildings on sites adjacent to any proposed slip lane should provide active frontages along the entire length of the slip lane.

(2) Design, location and scale

(a) Buildings, development and subdivision should be consistent with:

(i) [deleted]

(ii) I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B; and

(iii) I603.10.3 Hobsonville Corridor: Precinct plan 3 - Sub-precinct C

(b) All development should be well-connected via a public road system that supports safe walking and cycling movements.

(c) [deleted]

(d) Development should retain and enhance riparian margins and provide protection through a range of building setbacks and replanting measures.

(e) Site works, including site clearance, should be undertaken in such a way that avoids adverse effects on watercourses, areas of ecological values and neighbouring properties arising from changes in landform.

(f) Buildings, vehicle accesses, carparking and other development should be of a size, location, scale and design that complement the character of buildings and development of adjoining land and sub-precincts and surrounding zones, having regard to the existing and potential use of that adjoining land.

(g) Redevelopment of, or additions or alterations to existing buildings should complement existing development 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; and

(iii) amenity values and neighbourhood character.

(h) Landscaping should integrate development into the surrounding area and contribute to the site and surrounding area amenity.

(i) Development should provide a good standard of aural and visual amenity, particularly between residential activities and non-residential activities and between residential activities and roads.

(j) Car parking and loading spaces in sub precincts A and B should be designed to be either:

(i) located to the rear of the building, in a basement or semi-basement below ground level or within the building at ground level, provided that the building must be able to accommodate a non-residential activity between any ground floor parking area and the street which is oriented towards streets rather than parking areas; or

(ii) located according to a perimeter block layout for larger sites, where parking is provided behind or within buildings (except for kerbside parking), and with the active street frontages oriented towards streets rather than parking areas, and/or

(iii) maximise the opportunity for provision of communal parking areas.

Sub-precinct B

(k) Retail activities proposed within sub-precinct B should be of a scale and nature that serves the neighbourhood catchment.

(l) Development or buildings in sub precinct B, should contribute to high standards of design, pedestrian amenity, safe and attractive streets and public places including open spaces and water sensitive design features and encourage pedestrian activity through the use of:

(i) modulation, and architectural elements;

(ii) active street frontages through glazing, lighting, balconies on upper floors and the avoidance of blank walls on street frontages; and

(iii) active street frontages and the avoidance of blank walls in the case of large format buildings, and where this is not achieved, buildings should be sleeved with smaller buildings and activities which provide active street frontages.

(m) Retaining walls on the street frontage should be avoided to ensure the continuity of active street frontages, the visual appearance of the street frontage and easy pedestrian access.

(n) Development should incorporate crime prevention through environmental design and universal design principles.

(o) Plazas and seating areas associated with cafes and restaurants should be designed to enhance the streetscape. These should be open to the street with limited use of walls and changes in height to delineate semi-public spaces, so as to maintain a visual connection between the activity and the street.

(p) The two supermarkets provided for in sub-precinct B should be designed to contribute to the creation of a cohesive local centre.

(q) [deleted]

Sub-precinct C

(r) The extent to which the frontage of any proposed development or buildings on sites that front Hobsonville Road or adjoin Hobsonville Primary School should achieve a good standard of visual amenity for the residential properties along Hobsonville Road and for the school, through such methods as:

i. design articulation

ii. glazing

iii. trees that will achieve mature heights that will mitigate the bulk and height of buildings and soften the built form of development

(3) Transport

(a) [deleted]

Sub-precincts A and B

(b) The design of roads and the development of adjoining sites should ensure well-connected attractive and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, car parking, infrastructure services, street tree planting and landscape treatment.

(c) The council may consider slip lanes in sub-precinct B as set out in I603.10.4 Hobsonville Corridor: Precinct plan - 4 Typical design of slip

lanes where the slip lane will provide access to multiple buildings and activities on Hobsonville Road and to avoid individual site access ways off from Hobsonville Road. I603.10. 4 Hobsonville Corridor: Precinct plan 4- Typical design of slip lanes, represents a typical layout only and may be adjusted to suit the needs of a particular site in order to achieve safe access for all modes of transport and a high quality interface with the proposed land use and built form.

(d) A highly inter-connected public road system should be provided so as to reduce trip distances and to improve local accessibility to community facilities, reserves, public transport facilities and sub-precincts A and B.

(e) Any development having access to Hobsonville Road or Brigham Creek Road should be designed to minimise the need for vehicle crossings to Hobsonville Road and Brigham Creek Road and achieve safe access, without compromising the ability of those roads and the Brigham Creek interchange to efficiently function as a strategic network. It is expected that the applicant will consult with The New Zealand Transport Agency and Auckland Transport in respect of this criterion.

(f) Roads and intersection design should create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.

(g) [deleted]

(h) A pedestrian and cycle network should be provided that safely and directly links schools, reserves, commercial areas, passenger transport routes and residential development.

(i) The design and construction of roads should be capable of providing access to the wider movement network.

(j) Traffic generation should not create adverse effects on:

(i) the capacity of roads giving access to the site;

(ii) the safety of road users including cyclists and pedestrians;

(iii) neighbourhood character;

(iv) the sustainability of the primary road network and the frequent network (Note: The New Zealand Transport Agency and Auckland Transport interprets sustainability of the primary roading network as preserving the transport function of the state highway network, and regional arterial roads to maintain the optimum level of speed and capacity for both private vehicles and public transport); and

(k) [deleted]

(l) The design of roads and slip lanes should utilise land efficiently and support walkability and cyclability by using minimal dimensions for carriageways, creating safe entry and exit points on the slip lanes and integrating service lines beneath footpaths or parking bays.

(m) Development should achieve:

(i) an overall level of service of 'E' (or higher) for interchanges and intersections within and immediately adjacent to sub-precinct B;

(ii) an overall level of service of 'E' or (higher) or a degree of saturation less than or equal to 0.95 for an individual movement along Hobsonville Road and at Brigham Creek interchange;

(iii) safe and efficient stacking capacity within the intersections and interchanges shown on I603.10.2 Hobsonville Corridor: Precinct plan 2 – Sub precincts A and B; and

(iv) the mitigation of any adverse transport effects on the roading network, where practicable.

(n) [deleted]

(o) Development should be designed to integrate land uses with transport systems, particularly for major trip generating activities.

(p) Car parking should be designed according to a perimeter block layout where parking is provided behind buildings, except for kerbside parking, and with the main activity frontage for buildings oriented towards public streets rather than parking area.

(q) Parking areas should be secure, well lit and conveniently accessible for residents in sub-precinct B.

(r) Parking areas should be located behind buildings, screened with landscaping (not visible from street) or be located in semi or full basements.

(s) Development should provide for on-site loading facilities for service vehicles, delivery vehicles, including furniture removal and delivery, and rubbish collection vehicles.

(t) Worker or student parking for non-residential activities should be provided for within a five minute walking distance of land uses, rather than necessarily adjoining each non-residential activity.

(u) Development should promote a safe environment for pedestrians and cyclists, including adequate lighting and appropriate location and design of entrances, windows and driveways.

(v) Driveways, parking areas and roads should provide for safe and efficient provision for motor vehicles.

(w) A travel plan should be developed for the proposed activity that sets out how the development will reduce the number of car journeys generated by the activity and how those on site will be provided with greater transport choices.

(x) [deleted]

(y) [deleted]

(z) The design and alignment of any new road should not compromise the function of the state highway network.

Sub-precinct C

(z1) the extent to which any development or subdivision layout:

(i) is consistent with and provides for the preferred future road alignments and indicative arterial road shown on the I603.10.3 Hobsonville Corridor: Precinct plan 3 – Sub-precinct C.

(ii) is consistent with I603.10.6 Hobsonville Corridor: Precinct Plan 6- Westpoint Drive and Brigham Creek Road.

(iii) provides for the functional and operational requirements, including safety, of the existing or proposed transport network and different transport modes, including walking and cycling.

(iv) provides for roads to the site boundaries to enable connections with neighbouring sites.

(v) minimises vehicle crossings to on existing or planned arterial roads by providing access from a side road, rear lane, or slip lane.

(vi) provides for the future widening of the southern side of Brigham Creek Road in order to accommodate a safe road layout and intersection with Westpoint Drive and to provide for walking and cycling along Brigham Creek Road.

(vii) provides sufficient road width for queuing and turning lanes at the intersection of the indicative arterial road and Hobsonville Road.

(z2) the design and alignment of Westpoint Drive should include consideration of any interface with the planned walkway along Rawiri Stream.

(4) Subdivision

(a) The location of infrastructure servicing the area, and open space, should result in an integrated network that is adequate to meet the needs of the overall development area.

(b) [deleted]

(5) Buildings

(a) The proposed building, alteration or addition relative to the location of infrastructure servicing the area and open space should result in an integrated network that is adequate to meet the needs of the overall development area.

(b) [deleted]

(6) Public open space

(a) The location of the open space relative to the location of infrastructure servicing the area and existing open space should result in an integrated network that is adequate to meet the needs of the overall development area.

(b) [deleted]

(7) Tree selection should give preference to native, eco-sourced, non-deciduous species.

I603.8.2.1. [deleted]

(8) Supermarket in Sub-precincts B

In addition to the assessment criteria for new buildings stated above, the following criteria apply to supermarkets in sub-precinct B. Where the assessment criteria for new buildings above is inconsistent with any criteria listed below, the criteria below take precedence.

(a) Building design and interface with the public realm.

(i) The preferred option for development is building up to the street boundary with no car parking to the street.

(ii) Buildings should address public open space, principal parking areas and in particular the street, by bringing visual activity, pedestrian amenity and activity to these edges. One or more of the following techniques should be used in order of importance, having regard to the context of the site.

- sleeving street facing building elevations with smaller scale, active uses, such as retail, provided the use is enabled in the zone;

- providing a significant amount of ground floor glazing, particularly to street facing facades; and/or
- Designing the building to a human scale through facade modulation that visually breaks up longer frontages. This may include use of horizontal and vertical articulation to create a series of smaller elements, structural bays or other similar techniques.

(iii) Frontages should be integrated with the prevailing rhythm and scale of existing or intended future frontages along streets. The stepping of building mass should be used on street frontages where adjoining buildings are of a smaller scale.

(iv) Where alterations and additions are proposed to buildings that are set back from the road with parking in front, the continuation of this form of site layout is acceptable.

(b) Parking, access and servicing

(i) Loading bays and site storage should be located away from and/or appropriately screened from public open spaces, pedestrian paths, streets and adjoining residential zones.

(ii) Where loading bays/service areas front a street, with the exception of service lanes, a high standard of design is expected in relation to that facade to contribute to streetscape and pedestrian amenity.

(iii) Where loading bays/service areas are located internal to the site a lesser standard of design may be appropriate for that facade.

(iv) High-quality pedestrian connections should be provided between the main building entrances and the street.

(v) Pedestrian connections through a site should be provided where the site has two or more frontages.

(vi) The development should be designed to provide a high level of pedestrian safety, including movement through the parking area from street frontage to building entrance.

(vii) Parking areas, including parking buildings or at grade parking areas, should be located away from the street frontage, particularly along the street frontage with Hobsonville Road. However, where parking areas are located at or near the street frontage, then that parking building or area should:

- be designed to contribute to streetscape and pedestrian amenity;

- have landscaping, including tree planting, of a scale and amount that visually breaks up the car parking area and as a guide, one tree should be planted every sixth car parking bay; and
- be of a depth that minimises building setback from the street.

(viii) Where practicable, delivery vehicles should enter the site by way of a rear lane or access way that leads directly to loading and storage areas.

(ix) Where a site adjoins or contains on its rear or side boundary a service lane or access way (whether private or public ownership) that serves as a significant pedestrian route, that service lane or access way should be considered as a street for the purpose of assessment criteria and in regard to the appropriate level of pedestrian amenity.

(9) Buildings that do not comply with the standards:

(a) Standard I603.6.4(1), (2) or (3): Refer to Policy I603.3 (11)
(b) Standard I603.6.4(4): Refer to Policies I603.6.3 (10) and (11)
(c) Standard I603.6.5: Refer to Policy I603.3 (11)

I603.9. Special information requirements

(1) An application for subdivision or land use consent, must be accompanied by the following information:

(a) The exact location of roads, and land set aside for them. This includes the location of all indicative future roads, preferred future roads, the strategic access points and the Indicative arterial road where these roads are shown on the site as identified in Hobsonville Corridor: Precinct plan 2 – Sub-precincts A and B, and Hobsonville Corridor: Precinct plan 3 – Sub-precinct C.

(b) [deleted]

(ba) The design of all indicative future roads and preferred future roads where these roads are shown on the site as identified in Hobsonville Corridor: Precinct plan 2- Sub-precincts A and B Hobsonville Corridor: Precinct plan 3 – Sub-precinct C.

(c) Where changes to site contours are intended, the relationship of those changed site contours to existing and proposed streets, lanes, any adjacent coastal environment, and, where information is available, public open space.

(d) [deleted]

(e) [deleted]

(f) The location of wastewater and water supply infrastructure.

(g) [deleted]

(h) [deleted]

(i) [deleted]

(j) Transport assessment of the effects of the proposal and how the proposal meet standards I603.6.1 and I603.6.2 and any relevant assessment criteria.

(k) [deleted]

(l) Areas where stormwater management requirements are to be met on-site

(m) The type and location of all public stormwater network assets that are proposed to be vested in council;

(n) Consideration of the interface with, and cumulative effects of, stormwater infrastructure in the precinct.

(o) All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

(p) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants.

(q) An application for subdivision or development on sites adjoining Hobsonville Primary School must be accompanied by a landscape interface plan, outlining the details for the proposed plantings and boundary treatment as outlined in Standard I603.6.9

(2) An application for subdivision consent must be accompanied by the following information:

(a) An indicative layout of proposed sites.

(b) Identification of the pedestrian and cycling networks within each sub-precinct area and between sub-precincts, to parks and community services, showing how they integrate the proposed subdivision with public transport routes and bus stops.

(c) The indicative location of building platforms.

(d) How each subdivision is to be staged and the means of managing any vacant land through the staging process.

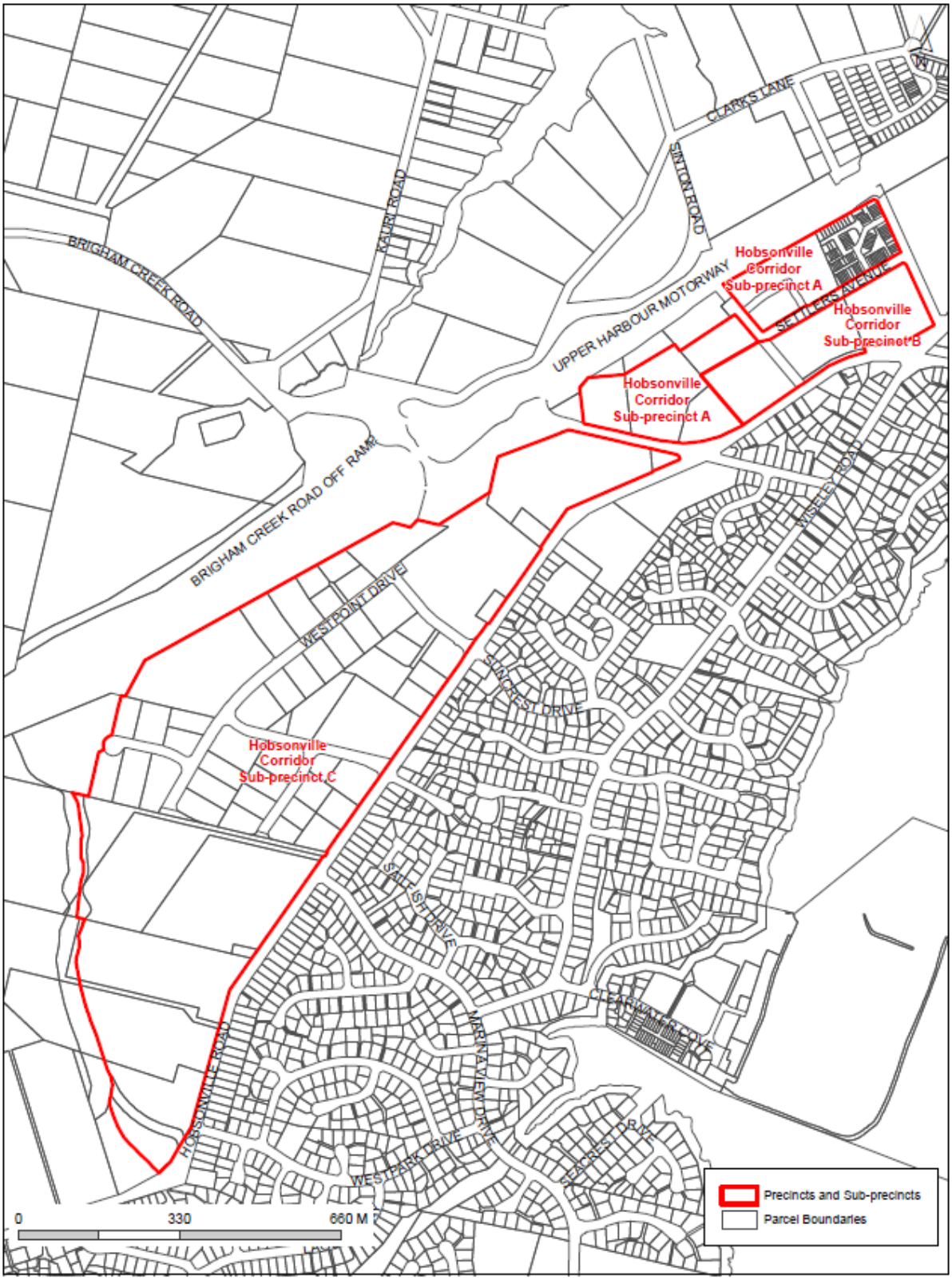
(e) How the subdivision provides or facilitates adequate transport connections across the precinct and/or sub-precinct, including connections to the surrounding road network.

(3) An application for land use consent must be accompanied by the following information:

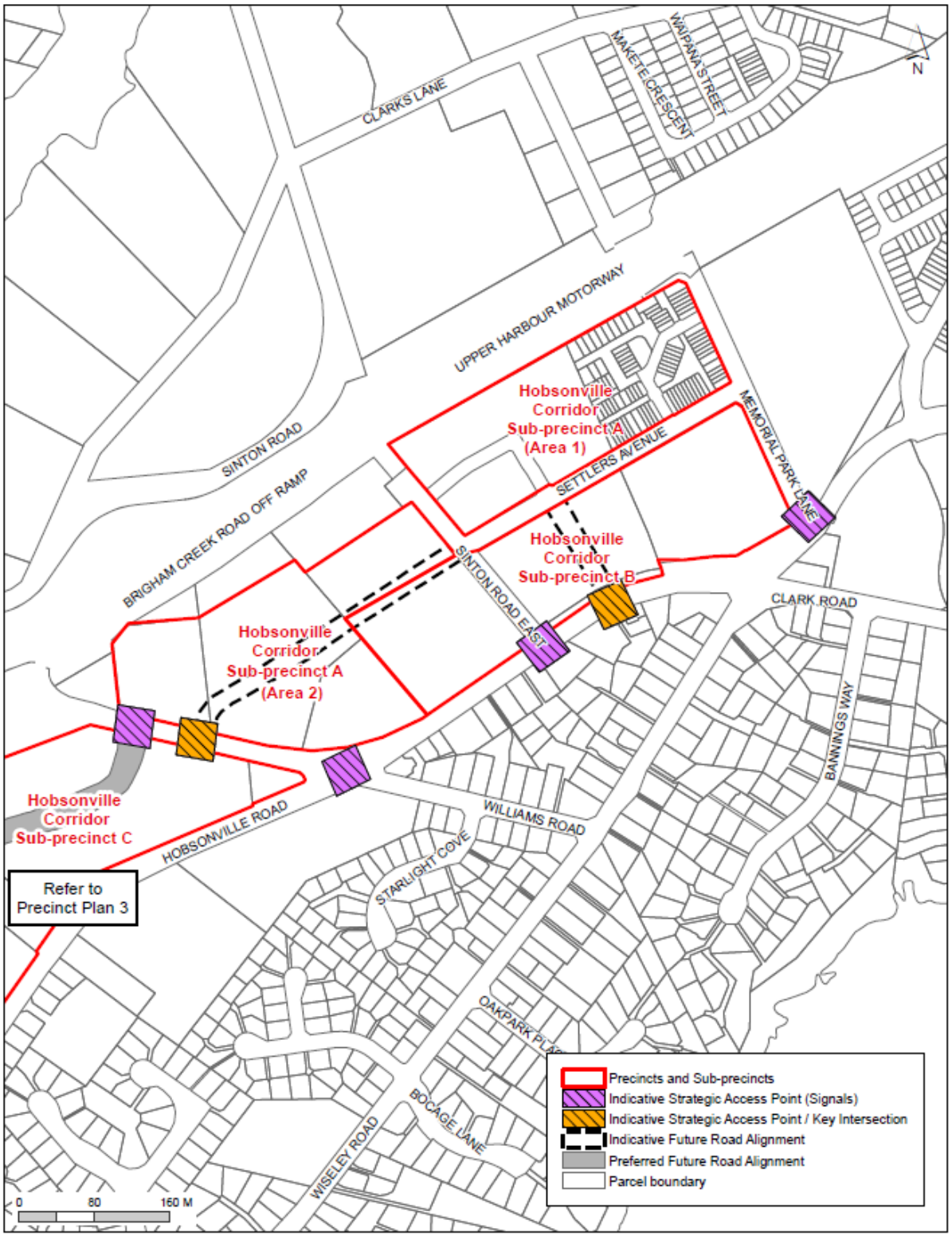
(a) How the development integrates with other sites within the sub-precinct and neighbouring sub-precincts including details of any development proposals on adjoining sites.

I603.10. Precinct plans

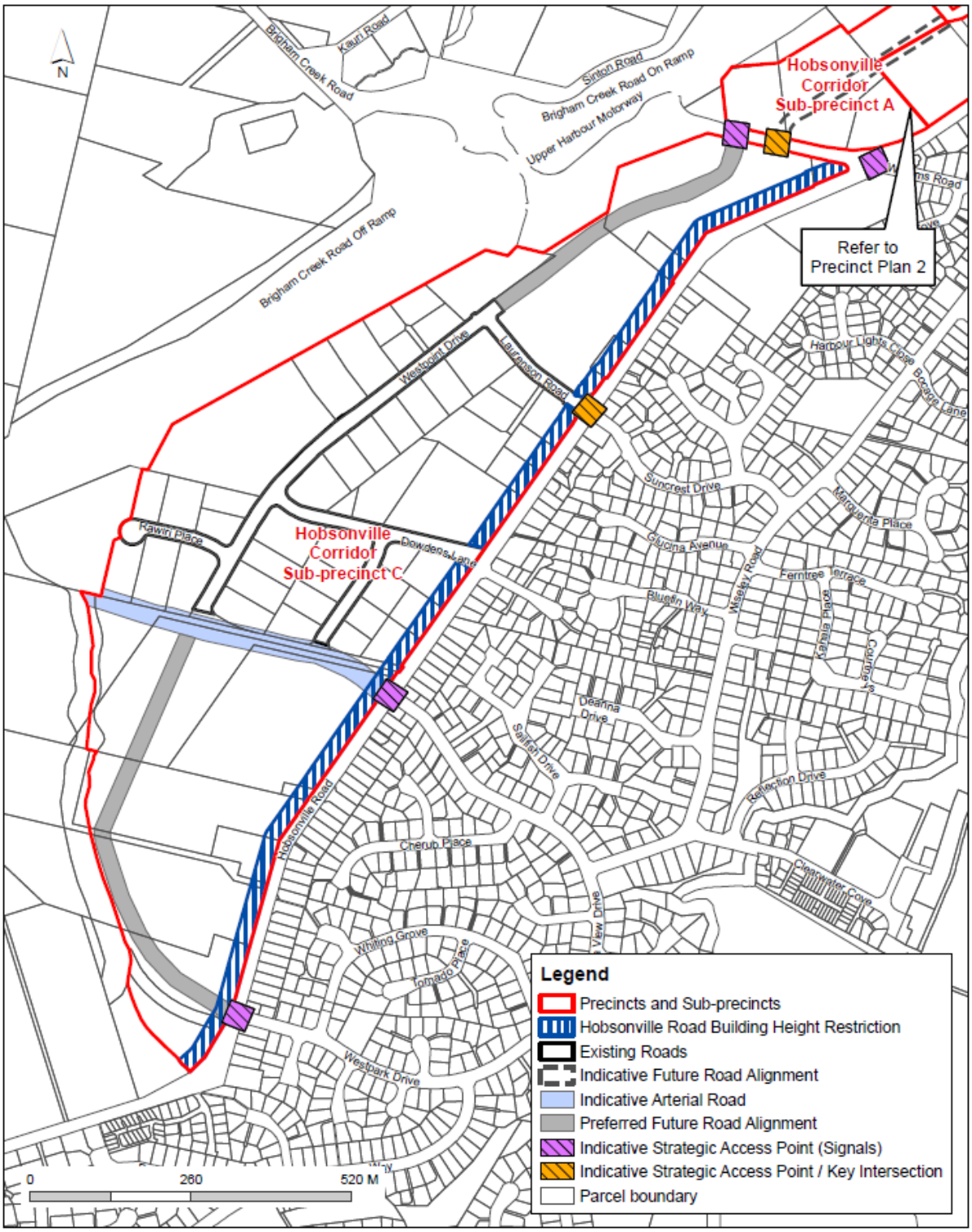
I603.10.1. Hobsonville Corridor: Precinct plan 1



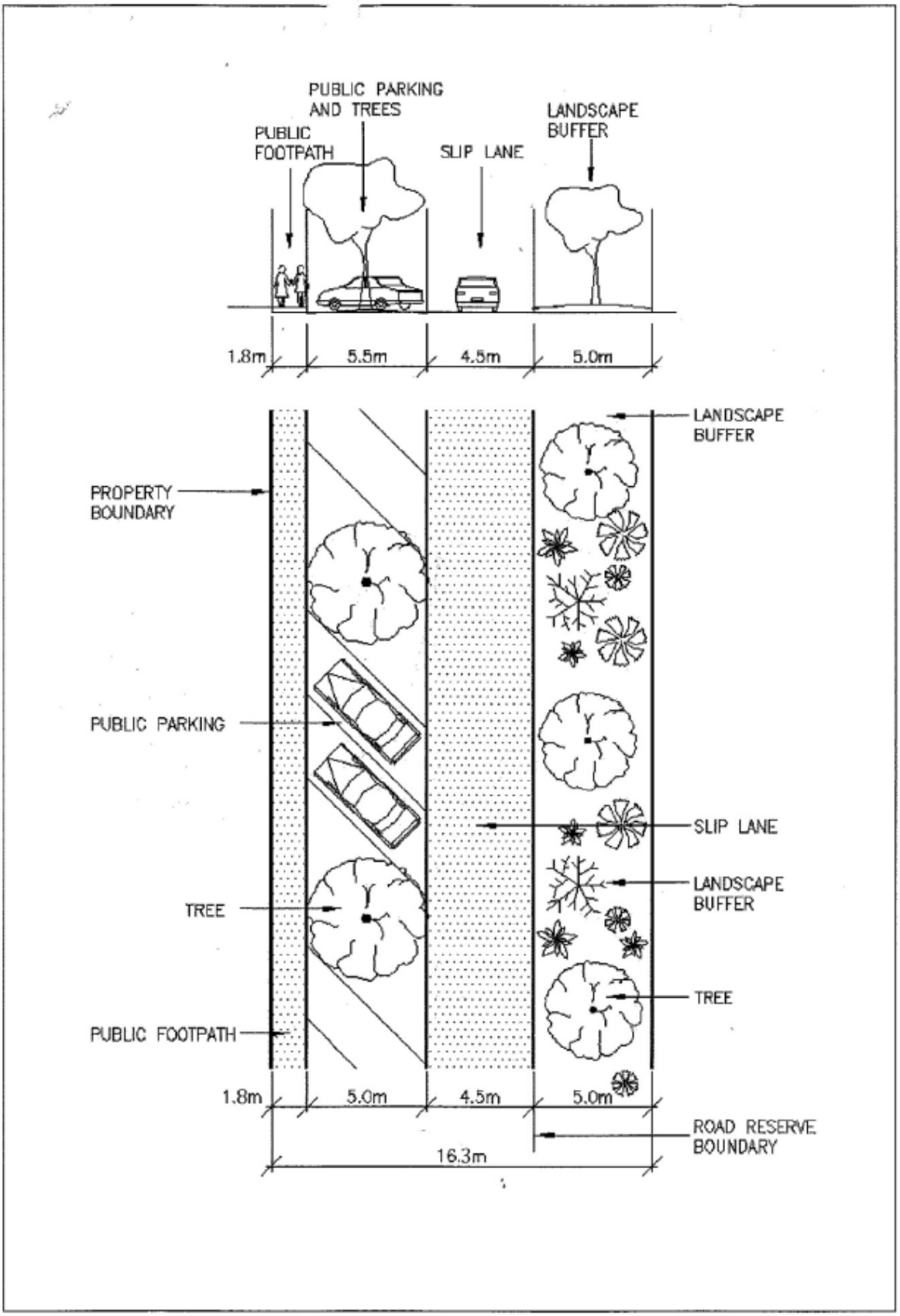
I603.10.2. Hobsonville Corridor: Precinct plan 2 – Sub-Precincts A and B



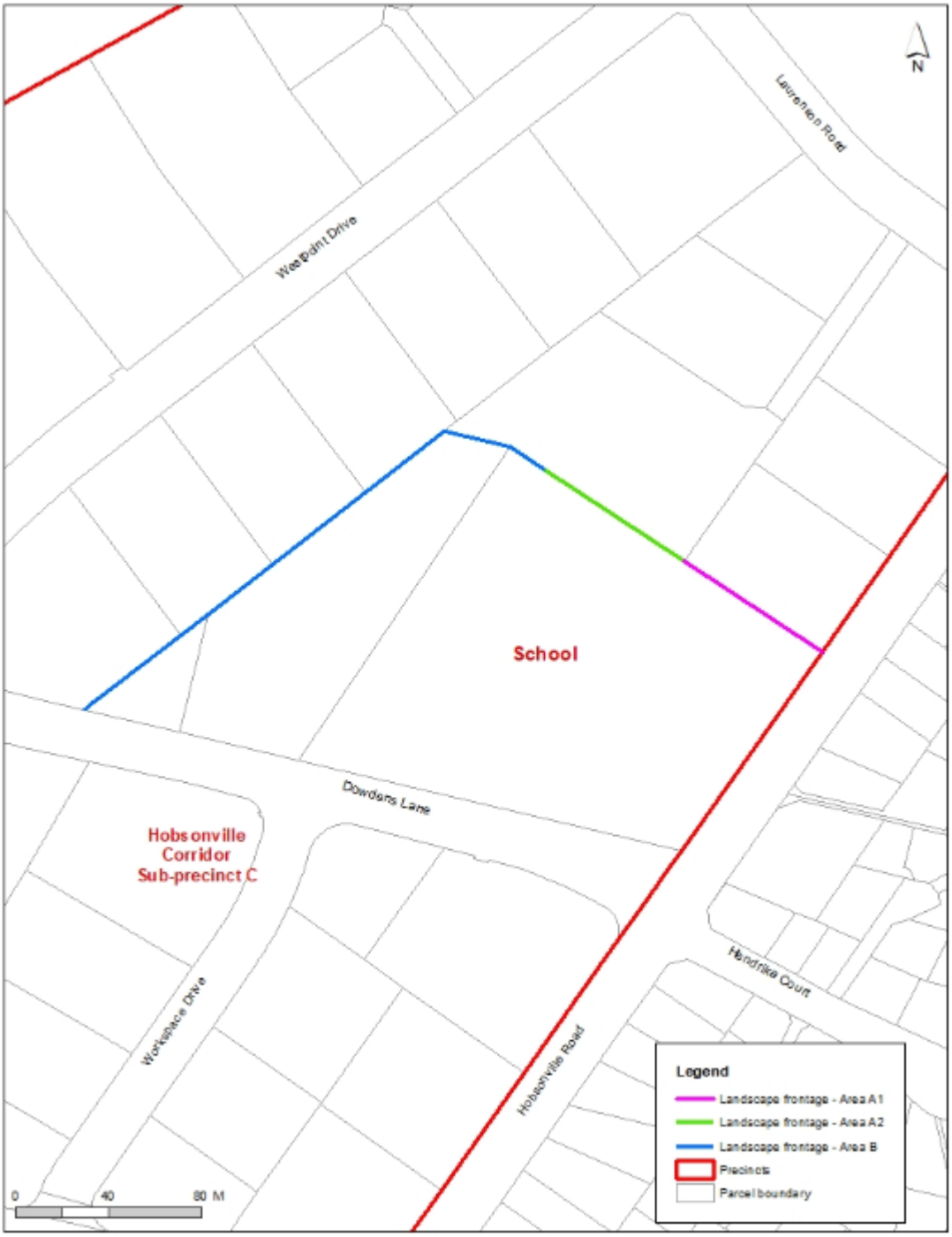
I603.10.3. Hobsonville Corridor : Precinct plan 3 – Sub Precinct C



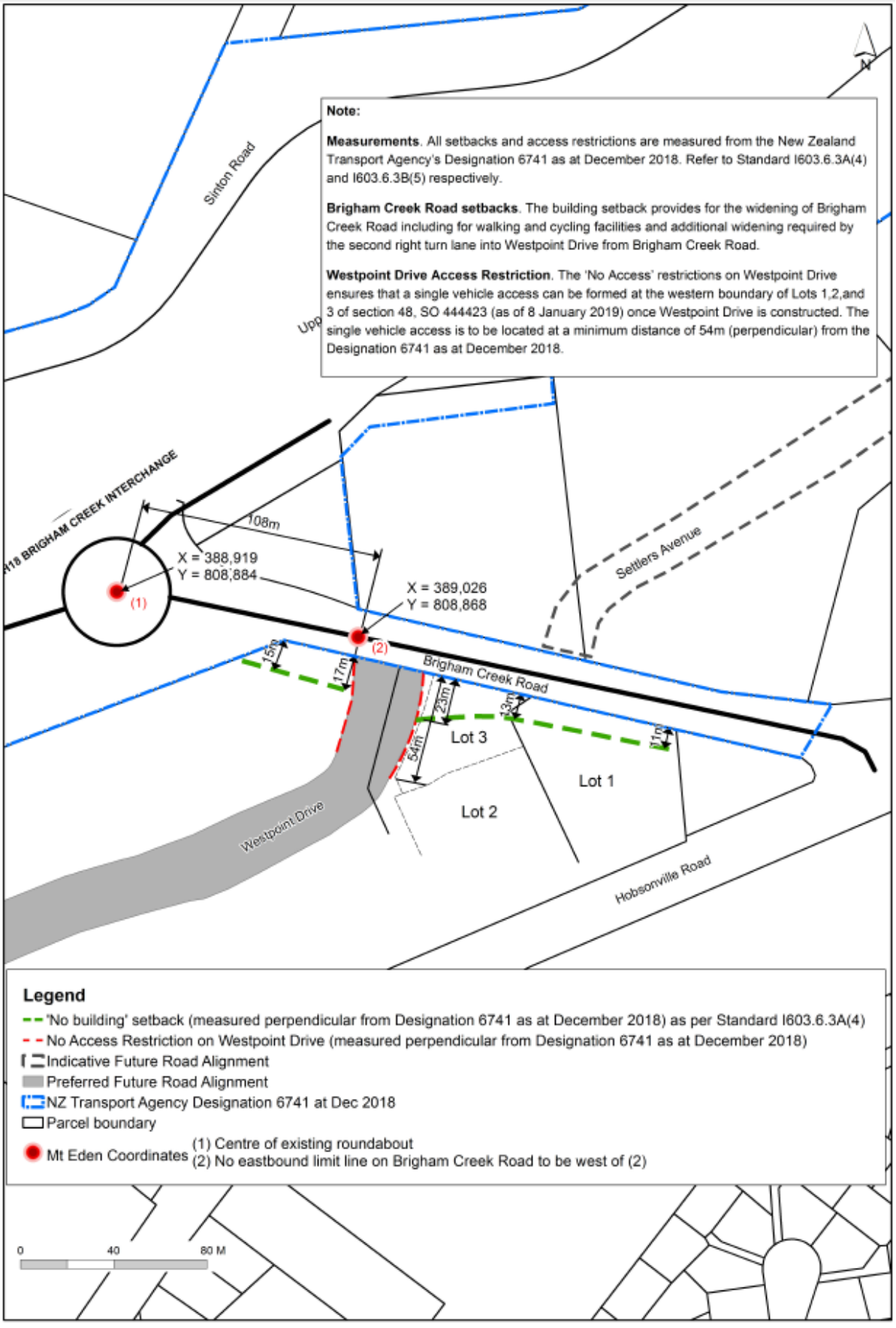
I603.10.4. Hobsonville Corridor : Precinct plan 4 – Typical design of slip lanes



I603.10.5. Hobsonville Corridor : Precinct plan 5 - Landscape frontage areas



I603.10.6. Hobsonville Corridor : Precinct Plan 6 – Westpoint Drive and Brigham Creek Road



Appendix 17 Documents incorporated by reference

An indicative list of documents incorporated by reference into the Plan is set out below. Documents are listed under the heading of the section they are found in. References to Acts of parliament and national policy statements are not included.

B1 Issues

The Local Government (Auckland Regional Parks) Order 2008

National Code of Practice for Utility Operators' Access to Transport Corridors under the Utilities Access Act 2010

New Zealand Code of Practice for Electrical Safe Distances 2001 under the Electricity Act 1992

Auckland Plan under the Local Government (Auckland Council) Act 2009

Long-term Plan under the Local Government Act 2002

Regional Land Transport Plan under the Land Transport Management Act 2003

B3 Infrastructure, transport and energy

Regional Land Transport Plan made under the Land Transport Management Act 2003

B10 Environmental risk

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Wellington, Ministry for the Environment (2011)

D1 High-use Aquifer Management Areas Overlay

Geology of the Auckland Area, 1:250,000 Geological Map 3, Institute of Geological and Nuclear Sciences, Edbrooke (2001)

D12 Waitākere Ranges Heritage Area Overlay

Auckland Council Trading and Events in Public Places Bylaw 2015

D17 Historic Heritage Overlay

New Zealand Heritage List/Rārangi Kōrero

D24 Aircraft Noise Overlay

Part G4 of the New Zealand Building Code

New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990)

D25 City Centre Port Noise Overlay

New Zealand Standard on Acoustics - Measurement of environmental sound (NZS 6801: 2008)

New Zealand Standard on Acoustics - environmental noise (NZS 6802: 2008).

D26 National Grid Corridor Overlay

New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001)

E1 Water quality and integrated management

New Zealand Macroinvertebrate Working Group Report No. 1, Stark, J.D. et al., Prepared for the Ministry for the Environment 2001

E2 Water quantity, allocation and use

New Zealand Building Code

New Zealand Standard on the Environmental Standard for Drilling of Soil and Rock (NZS 4411:2001)

Auckland Council Technical Report 2011/009: Stream Ecological Valuation

Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014

Auckland Council Navigational Safety Bylaw 2014

Auckland Council Technical Publication 108

Guideline for stormwater runoff modelling in the Auckland Region, April 1999

Farm Technical Manual – Lincoln University; Fleming, P. (Ed.); 2011

E3 Lakes, rivers, streams and wetlands

Auckland Council Technical Report 2011/009: Stream Ecological Valuation (SEV): a method for assessing the ecological functions of Auckland Streams (October 2011)

Guidance on Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014

Auckland Council Technical Publication 108: Guideline for stormwater runoff modelling in the Auckland Region, April 1999

Farm Technical Manual – Lincoln University; Fleming, P. (Ed.); 2011

E4 Other discharges of contaminants

Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (ANZECC 2000 Guidelines)

E5 On-site and small scale wastewater treatment and disposal

Technical Publication 58 On-site Wastewater Systems: Design and Management Manual 2004

E6 Wastewater network management

Drinking-water Standards for New Zealand 2005 (revised 2008)

E7 Taking, using, damming and diversion of water and drilling

Dam Safety Guidelines – Auckland Council Technical Publication 109

New Zealand Dam Safety Guidelines – New Zealand Society of Large Dams 2000

NZS 4411:2001 Environmental Standard for Drilling of Soil and Rock

New Zealand Building Code

PC 14 (See modifications)

E9 Stormwater quality - High contaminant generating car parks and high use roads

Auckland Council Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003)

E11 Land disturbance - Regional

Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

PC 14 (See modifications)

Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region

Erosion and Sediment Control Guidelines for Vegetable Production Horticulture New Zealand (June 2014)

E12 Land disturbance - District

Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP34:2001

E13 Cleanfills, managed fills and landfills

Australian and New Zealand Environment and Conservation Council Guidelines for Fresh and Marine Water Quality 2000

E14 Air quality

Resource Management (National Environmental Standards for Air Quality) Regulations 2004

NSW Environment Protection Agency Guidelines for estimating Chimney Heights for small and medium sized Fuel Burning Equipment February 1993

E15 Vegetation management and biodiversity

Auckland Council District Plan – Hauraki Gulf Islands section

E17 Trees in roads

Electricity (Hazards from Trees) Regulations 2003

E23 Signs

Auckland Transport/Auckland Council Signage Bylaw 2015

Auckland Transport Elections Signs Bylaw 2013

Austroads Guide to Road Design

Australian Standards AS 4282 - 1997 (Control of the Obtrusive Effects of Outdoor Lighting)

E24 Lighting

Standard AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting

CIE 150:2003 Guide on the limitation of the effects of obtrusive light from outdoor lighting installations – International Commission on Illumination ISBN 3 901 906 19 3

E25 Noise and vibration

NZS 6801:2008 Measurement of environmental sound

NZS 6802:2008 Acoustics - Environmental noise

NZS 6803:1999 Acoustics – Construction noise

NZS 6808: 2010 Acoustics – Wind farm noise

German Industrial Standard DIN 4150-3 (1999): Structural vibration – Part 3 Effects of vibration on structures

ISO 2631-2:2003 Mechanical vibration and shock – Evaluation of human exposure to whole-body vibration – Part 2: Vibration in buildings

NZS 6806: 2010 Acoustics – Road traffic noise

ASHRAE (US) Standard 55:2013 - Thermal environmental conditions for human occupancy

CIBSE (UK) Technical Memorandum TM52:2013 – The limits of thermal comfort: avoiding overheating in European buildings

BS EN 15251:2007 – Indoor environmental input parameters for design and assessment of energy performance of buildings

E26 Infrastructure

National Code of Practice for Utility Operators' Access to Transport Corridors

Resource Management (National Environmental Standards for Electricity Transmission Activities "NESETA") Regulations 2009

Resource Management (National Environmental Standards for Telecommunication Facilities "NESTF") Regulations 2008

New Zealand Standard on Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300 GHz (NZS 2772.1: 1999)

NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances

International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time varying electric and magnetic fields (1Hz – 100kHz) (Health Physics, 2010, 99(6); 818-836)

World Health Organisation monograph Environmental Health Criteria (No 238, June 2007)

New Zealand Standard for Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300GHz (NZS 2772.1: 1999)

E27 Transport

Regional Land Transport Plan

New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001)

New Zealand Standard for Off-Street Parking - Parking Facilities Part 1: Off-Street Car Parking (AS/NZS 2890.1 2004)

E30 Contaminated land

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I402 Auckland Airport Precinct

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I405 Big Bay Precinct

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I407 Bruce Pulman Park Precinct

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PC 5 (See modifications)

[New text to be inserted]

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Appendix 1 Structure plan guidelines

The Auckland Plan

Regional Land Transport Plan

Auckland Transport's Integrated Transport Programme

Watercare's Asset Management Plan

Auckland Council's Parks and Open Space Strategy Action Plan

Auckland Council's Auckland Design Manual

Auckland Council's Code of Practice for Land Development and Subdivision

Appendix 8 Biodiversity offsetting

New Zealand government Guidance on Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014

Appendix 15 Subdivision information and process

Auckland Council's current Regional Pest Management Strategy

Appendix 18 Qualifications required for the application of agrichemicals and vertebrate toxic agents

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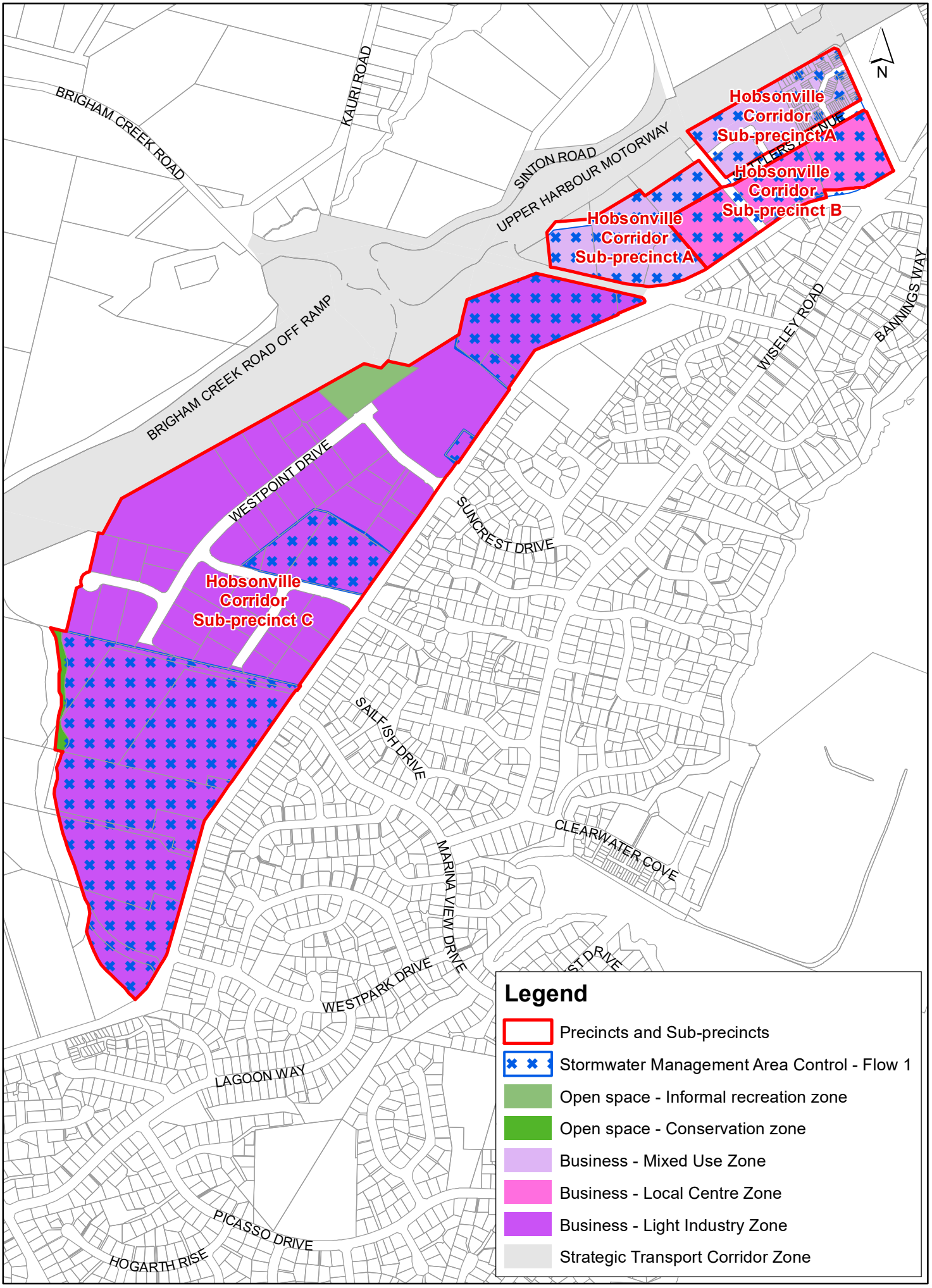

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Hobsonville Corridor Precinct
Proposed Zones, Precinct and Stormwater Management Area Control

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