

Combined report on an application for proposed unitary plan variation and resource consent for a qualifying development under sections 25 and 61 of the Housing Accords and Special Housing Areas Act 2013

TO: Independent Commissioner

FROM: Alina Wimmer, Development Programme Manager; and Ila Daniels, Lead Project Planner, Qualifying Developments

DATE: 13th September 2016

1.0 EXECUTIVE SUMMARY

Hobsonville Land Company Ltd and The Landing Holdings LP have applied to the Auckland Council to vary the Proposed Auckland Unitary Plan (District Plan level provisions), and for resource consent(s) relying on that variation being approved, for a Qualifying Development in an approved Special Housing Area, at Hobsonville Landing, legally described as Lot 2 DP 463057 to:

1.1 Proposed variation to the Decision Notice version of Auckland Unitary Plan:

Re-zone the subject land from Future Urban to Mixed Use zone. The Plan Variation also introduces

- An additional objective 8 to recognise sub-precinct F
- Four additional policies (policies 11(h), 20,21 and 25)
- An additional activity table for activities within the Precinct in the Mixed Use Zone
- Four additional development controls, specific for the Landing sub-precinct
- A subdivision control specific to the landing, in relation to esplanade reserves
- A suite of assessment criteria specific for restricted discretionary activities in the Landing

1.2 Application for resource consent for a Qualifying Development (QD) being a ;and use consent under the HASHAA relying on the above proposed variation being approved, for:

- Construction of six two storey terraced dwellings, and the provision of associated parking and infrastructure.

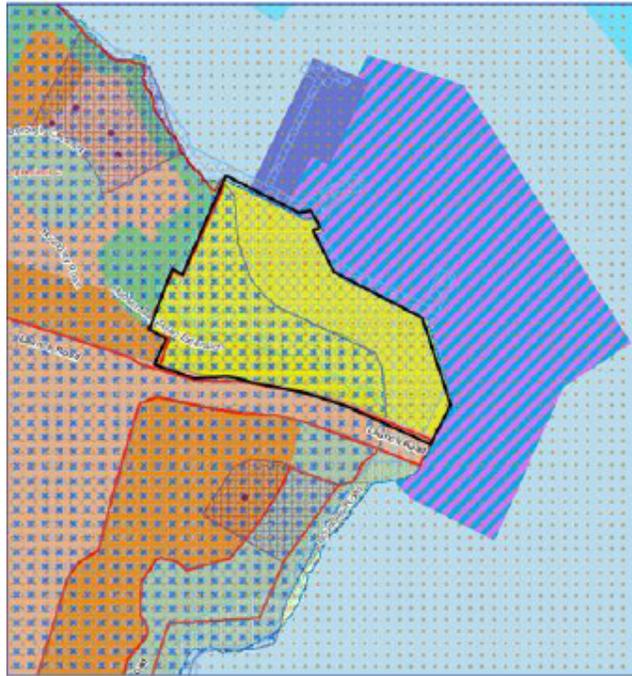
2.0 APPLICATION DESCRIPTION

2.1 Application and Property Details

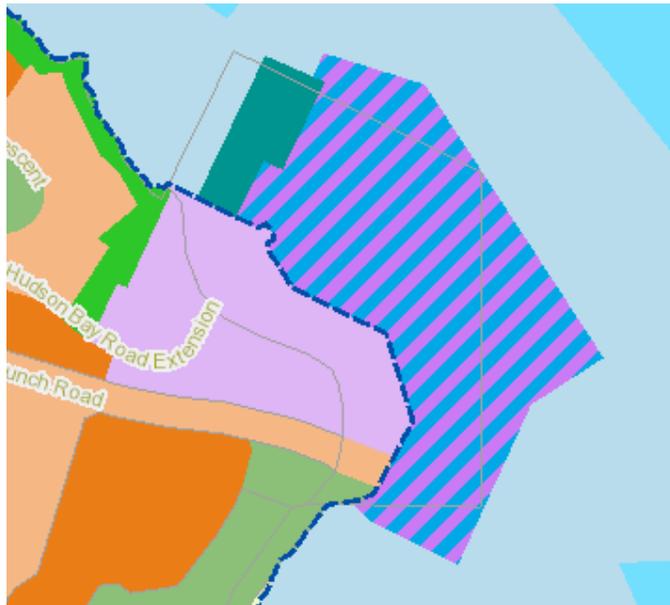
Application number(s):	PV12 Hobsonville Landing, PREP-2016-339
Reporting officer:	Alina Wimmer, Manager Development Programmes (PV) and Ila Daniels, Lead Project Planner (QD)
Site address(es):	The Landing, Hobsonville
Applicant's name:	Hobsonville Land Company (PV) The Landing Holdings LP (QD)
Lodgement date:	1 st July 2017

2.2 Locality Plan

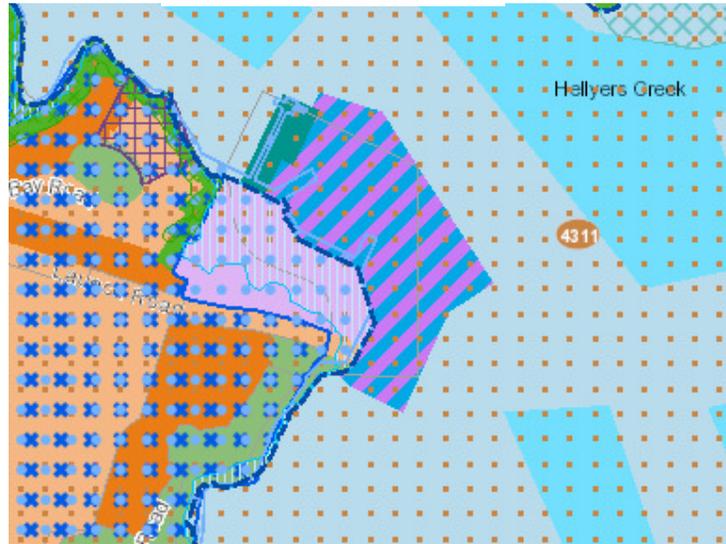




PAUP maps as notified on 13 September 2013 (above)



PAUP Decision Notice Version showing Mixed Use Zone



PAUP decision notice version showing Mixed Use zone and overlays

Zone	Mixed Use (PAUP Decision Notice Version), Future Urban (PAUP Notified Version)
Precinct	Hobsonville Point Sub-precinct F, The Landing
Infrastructure: Designation	ID4311, Defence purposes- protection of airspace
Natural Resource: Aquifer	Kumeu Waitemata Aquifer
Natural Resource: Stormwater Management Area	West Harbour- Flow 1, now outside SMAF in Decision Notice Version
Natural Resource: Natural hazards	Coastal Inundation -1m sea level rise
Natural Resource: Natural hazards	Coastal Inundation – 2m sea level rise

2.3 Application Documents (Plans and Reference Documents)

The application documents and plans is set out in **Appendix 1** of this report. In summary they are:

1. Application for Variation to the Proposed Auckland Unitary Plan – The Landing, Hobsonville Point, prepared for Hobsonville Landing Company Ltd by Beca Ltd 15 June 2016
2. Appendix A – Proposed Plan Variation Provisions
3. Appendix B – Updated certificates of title 2016
4. Appendix D – Relevant Consultation Documents

5. Appendix E – Urban Design Visual and Landscape Effects Assessment
6. Appendix F – Transport Assessment
7. Appendix G – Heritage Assessment
8. Appendix H – Archaeological Assessment
9. Appendix I – Geotechnical Report
10. Appendix J – Contamination Report
11. Appendix K – Acoustics Assessment
12. Appendix L – Infrastructure Review
13. Appendix M – Ecological Report
14. Appendix N – Retail Master Plan Report
15. Appendix O – Zone Options Assessment
16. Appendix P -Council specialist reports and e-mails

The application documents and plans for the QD are set out in **Appendix 2** of this report. Please note that the QD relies upon, and cross references the documents submitted with the PV and detailed above in **Appendix 1**. In summary those specifically attached to the QD are:

- Application Form, Assessment of Effects and appendices, titled ‘Concurrent Qualifying Development Application for The Landing Plan Variation’ prepared by Alex van Son of Planning Focus dated June 2016;

Reference number	Title	Architect	Date
<u>Architectural Drawings</u>			
RC-001 Rev A	Location Plan and Existing Site Plan	Cheshire Architects Ltd	16 May 2016
RC-002 Rev B	Masterplan – Overview	Cheshire Architects Ltd	16 May 2016
RC-003 Rev A	Masterplan – Roads & Public Space Diagram	Cheshire Architects Ltd	16 May 2016
RC-012 Rev B	Brownstones Proposed Ground Floor Plan	Cheshire Architects Ltd	16 May 2016
RC-013 Rev B	Brownstones Proposed Ground Floor Plan and First Floor Plan Unit Plans	Cheshire Architects Ltd	16 May 2016
RC-014 Rev B	Brownstones Proposed Cross Sections & Elevation	Cheshire Architects Ltd	16 May 2016
<u>Engineering Drawings</u>			

31222646-CE-003 Rev B	Stormwater Layout	Beca	10.03.14
31222646-CE-004 Rev B	Wastewater Layout	Beca	10.03.14
31222646-CE-005 Rev B	Water Supply Layout	Beca	10.03.14
31222646-CE-006 Rev B	Services Plan	Beca	10.03.14

- Specialist reports

Reference number	Title	Author	Date
Infrastructure Report	The Landing, Hobsonville – Infrastructure Review	Sam Hammond of Beca	14 June 2016

2.4 Background and Jurisdiction

This report has been prepared under the Housing Accords and Special Housing Areas Act 2013 (“HASHAA” or “the Act”). While numerous references to the Resource Management Act 1991 are also made throughout this assessment, these are as directed or otherwise provided by HASHAA.

The land at The Landing, legally described as Lot 2 DP 463057 became a Special Housing Area under HASHAA by Order in Council on 12 December 2013, on the recommendation of Auckland Council. The application for plan variation and subsequent resource consent are within the boundaries of the SHA.

In addition, the application for resource consent meets the requirements of a Qualifying Development under s.14 HASHAA.

As such HASHAA can be used to make decisions otherwise subject to the Resource Management Act 1991, and the applicant has requested this pursuant to s.20 HASHAA.

The Concurrent Application

Section 61 of the HASHAA requires that an application for a plan variation to change the proposed plan must be accompanied by a concurrent resource consent application to undertake a development that is prohibited by the proposed plan.

In this case, in accordance with s25(1) the applicant seeks resource consent for a qualifying development to create develop six two storey terraced dwellings, in accordance with the qualifying development criteria set out in the Order in Council. Under the PAUP (the proposed plan), this is a prohibited activity in the Future Urban zone, under the Decision Notice version of PAUP, it would be a restricted discretionary activity should this version come into effect.

As such, the proposal can be considered a concurrent application for a resource consent and request for a variation to the proposed plan. Section 71 of the HASHAA requires that when concurrent plan variation and resource consent applications are being heard together, a decision on the variation must be made first before a decision on the resource consent.

Notification

Section 67 of HASHAA outlines that the concurrent PV and QD are subject to the notification provisions set out in section 29(3). These provisions outline those persons that may be notified if the person has not given their written approval. Should all approvals to the persons listed be provided, the application will not require notification. In this case, as the prior written approvals of all adjacent owners to this PV and QD have been received as part of the application the PV and QD have been processed in accordance with section 62 of HASHAA on a non-notified basis and a decision may be made under delegated authority.

Scope of the Plan Variation

In respect of the proposed plan variation being sought, pursuant to s.59 HASHAA only district plan level provisions can be considered. Proposed regional plans cannot be varied under the Act. The consequence of this is that the regional-level provisions of the PAUP cannot be altered in any plan variation granted under HASHAA. The resource consent will be assessed against the regional provisions of the PAUP as notified on 30 September 2013 and the decision notice version of AUP.

2.5 Adequacy of Information

Having reviewed the application, and supporting documents, we are satisfied that we have sufficient information to consider the matters required by the Housing Accords and Special Housing Areas Act 2013 (HASHAA) and make a decision under delegated authority on this application.

2.6 Report and Assessment Methodology

The applications have been prepared to a good standard incorporating a number of expert assessments. In recognition of the standard of these applications, this report will not unnecessarily repeat descriptions or assessments made therein. Where appropriate, extracts from the application material or from the Council's experts' reports will be included to enable this report and assessment to flow and be clearly understood.

The assessment also relies upon reviews and advice from the following experts on behalf of the Council and specialist Auckland Council officers. These assessments are attached in **Appendix 3** of this report:

Ms Heike Lutz, Consultant Heritage Architect

Mr Ezra Barwell, Parks Policy Analyst

Ms Maylene Barrett, Parks Advisor

Mr Rod Albertyn, Mr Stuart Bracey, Mr Gareth Willis, Mr Simon Milner and Ms Pragati Vashist- Auckland Transport

Ms Ngaire Kingsbury, Connections Engineer, Watercare
Mr Mark Iszard – Asset Management, Team Manager, Auckland Council
Ms Chloe Trenouth – Consultant Planner, Healthy Waters
Mr Rob Burden – Consultant Contamination Specialist, Riley Consultants
Ms Lauren White, Consultant Urban Designer

3.0 THE PROPOSAL, SITE AND LOCALITY DESCRIPTION

3.1 Proposal

3.1.1 Proposed Plan Variation to the Proposed Auckland Unitary Plan

The Proposed Plan Variation seeks to re-zone the site from Future Urban to Mixed Use zone. The subject land is within the Rural Urban Boundary (RUB). It varies the existing Hobsonville Precinct in the Proposed Auckland Unitary Plan.

Policy 11(h)

This new policy requires development at the Landing to be located and designed to maintain key views. This policy should ensure that good on-site amenity is achieved for residential developments.

Policy 20

This new policy on historic heritage requires the retention and adaptive re-use of existing buildings within the Landing.

Policy 21

This new policy encourages the creation of a promenade in the Landing. This is to ensure that public access along the waterfront is safeguarded.

Policy 25

This new infrastructure policy seeks to ensure that space is available to integrate transport facilities. This policy has been accepted in the Decision Notice version of PAUP.

Two new precinct plans (numbered 6 and 7) accompany the new sub-precinct provisions. They are:

- The Landing- Connections, Movement and Public Spaces Plan (Precinct Plan 6); and
- The Landing- Buildings and Views Plan (Precinct Plan 7)

The precinct also modifies activity table 4.2 in the Mixed Use Zone.

There are four new development controls proposed. The Building Height control for 'Development Area 4' has a maximum height of 27m, which is consistent with the Order in Council under HASHAA.

Development Area 3 – maximum height of 16.5m with all other areas having an average height of 8m or a maximum height for any single building of 13.5m.

The Coastal Protection Yard control require a minimum 10m coastal protection yard or setback from the coastal edge with the first 5m to be free of any structures to provide for public access at all times, with the next 5m able to be used as seating areas for food and beverage activities which face out to the water.

The precinct also varies the underlying zone by removing the landscaping rule in the Mixed Use zone, given that the Landing is entirely covered in impermeable surface.

The precinct introduces a new energy efficiency and non-potable water supply control that requires all new dwellings to meet specific energy efficiency standards in particular by requiring efficient insulation, hot water systems and energy efficient fixtures.

The subdivision controls are modified in terms of the normal requirement for a 20m esplanade reserve. The proposed rule requires a minimum 5m wide esplanade reserve to be provided along the coastal edge of the site and this will be reduced to 2m in front of the Fabric Bay building, given the existing constraints there. In all other places it is to be a dedicated 5m coastal strip or esplanade that will provide for public access both to the west and south-east of the site.

The precinct also introduces new assessment criteria that are proposed for the consideration of applications for resource consent. These relate to design and integration, design assessment, transport and infrastructure.

3.1.2 Application for resource consent for a Qualifying Development

Section 25(1) of the HASHAA provides that any person may apply for a resource consent that relates to a qualifying development, whilst section 25(2)(d) provides for an application to be made for an activity that is prohibited in a proposed Plan.

In this case, the QD applicant, The Landing Holdings LP seeks resource consent, in the form of a land use consent to enable the future development of the site in accordance with the qualifying development criteria set out in the Order in Council, which under the Future PAUP zone is a prohibited activity. This application for resource consent is therefore lodged concurrently with the request to vary the Proposed Plan and to vary the Hobsonville Point Precinct provisions which, should they be approved establish the proposal as a discretionary activity.

A detailed description of the proposal is outlined in section 5 of the submitted AEE for the resource consent. In summary, the applicant seeks land use consent to undertake the following:

- Two six storey terraced housing, which will comprise the first stage of residential development within the Landing

The works also require consideration under the National Environmental Standard for Assessing and Managing Soil Contaminants to Protect Human Health (NES), as a HAIL activity is likely to have occurred on the site.

The application therefore relates to a qualifying development in an SHA, and would make the activity overall a discretionary activity, should the request for the variation to the proposed plan be approved.

3.2 Site and Surrounding Environment

The Landing is located on the north-eastern tip of the Hobsonville Peninsula in the upper Waitemata Harbour, approximately 500m south of the Upper Harbour Bridge. The Landing is located in Hobsonville Point, approximately 11km from Albany Town centre to the east and 12km from Henderson to the west. The Auckland CBD is around 25km away by land or 10.5km by water. The Landing site itself is approximately 1.9ha in size.

There are a number of existing buildings on the Landing associated with the former seaplane and flying boat activity plus an existing Yacht Club building. The main buildings include:

- The Seaplane Hangar, workshop and store area (the Fabric Bay)
- The GRP Building (formerly Technical Instruction Building): A reinforced concrete frame building located to the east of the Seaplane hangar complex alongside the access road
- The Radar Station Building: A timber building used as a crew room, which was relocated from the former Piha Radar Station in 1962-63
- The Paint Store
- The Sunderland Hangar: The largest building on the site, constructed in 1939 for TEAL's use at Hobsonville.

The reporting planners generally agree with the Assessment of Environmental Effects prepared by the applicant.

3.3 Background – Other Consents: Legacy Plans and/or Plan Variations

The applicant for the PV, Hobsonville Land Company (HLC) has had contact with the Development Programme Office and its specialists prior to the establishment of the SHA. The applicant also prepared submissions to the AUPIHP (Auckland Unitary Plan Independent Hearings Panel) seeking a Mixed Use zone over the Landing, which was successful. The Council voted to endorse that recommendation in August 2016. The Decision Notice version of AUP is subject to appeal until 16 September 2016, albeit on limited grounds. It is Council's understanding that the applicant is keen to progress a joint venture with Willis Bond and would benefit commercially from an operative zoning, possible through HASHAA.

During the pre-application stage, Council staff, Auckland Transport, Ecology and Parks met with the applicant. It became clear following the site visit that there is virtually no ecology to speak of on the site as it is covered in tarmac in its entirety apart from a grassed embankment.

Council's parks planner also provided early advice to the applicant on an acceptable esplanade width, given the site constraints, site coverage and the nature of the site. This advice was relied on by the applicant in refining their provisions. Independently of this process, the Development Programme Office has been providing advice to HLC on asset management issues.

A meeting on 20/5/2016 was held between Council's consultant urban designer, AT staff and parks staff at the end of July to determine access to the ferry buildings in future. AT had a preference for a different roading layout and want to maintain a 'line of sight' for commuters to the ferry. The meeting did not reach agreement.

In 2004 resource consent was sought by HLC (LUC-2009-1302) to authorise the redevelopment of the interface between the Landing and the coastal marine area. The resource consent related to coastal works proposed for coastal boardwalks, a recreational boat ramp a new public beach, provisions of a ferry wharf and public facilities, including a park and ride.

In 2012 a proposed variation to the approved resource was sought and granted (LUC2012-480) to enable the relocation of the previously approved park and ride facility onto The Landing.

4.0 REASONS FOR THE APPLICATIONS

4.1 Variation to the Proposed Auckland Unitary Plan

The applicant has requested under s.61 HASHAA to apply to vary the Proposed Auckland Unitary Plan as it applies to land approved as a Special Housing Area (SHA) in accordance with HASHAA. The variation is required to enable the development of the SHA including the delivery of Qualifying Developments.

The applicant has supplied all relevant written approvals in accordance with s62 of HASHAA.

4.2 Resource Consent(s) for a Qualifying Development

4.2.1 Proposed Variation

Based on the applicant's plan variation request, the consents required for the Qualifying Development are:

- Under Precinct Rule Chapter K.5.17.1.2 the construction of new buildings within the mixed use zone is a **restricted discretionary** activity.

4.2.2 National Environmental Standard ("NES")

A detailed site investigation (DSI) has not been undertaken for the site as such, the proposal is **discretionary activity** under the NES as per sections 9 and 15 of the RMA.

4.3 Status of the Resource Consent Application for a Qualifying Development

Overall the resource consent application shall be considered as a discretionary activity.

5.0 NOTIFICATION AND SUBMISSIONS

5.1 Limited Notification and Further Notification

The HASHAA does not provide for full public notification of applications for either plan variations or Qualifying Development resource consents. It prescribes limited or non notification processes for each at s.67 (plan variations) and s.29 (resource consents).

5.2 Written Approvals

The applicant has obtained the written approval of the parties identified in the diagram below:



Council agree with the applicant’s identification of adjacent land, and confirm that written approval has been provided from all adjacent landowners. It should be noted that this includes one designating authority: the Ministry of Defence.

Given the high threshold test for infrastructure provisions set by the HASHAA, the Development Programme Office advocate for a collaborative pre-application process between the applicant, infrastructure providers, and council specialists. The applicant has embraced this approach and engaged with infrastructure providers and incorporated their feedback in the development of their proposal. Through this approach infrastructure providers have provided direct input in to the application and have formed part of the Council team’s review and consideration of the proposal rather than being engaged as third party infrastructure providers.

Table 1: Infrastructure Providers	
Auckland Transport	Brigham Creek Road and Totara Road
Watercare	Water and Wastewater Network

5.3 Hearing

In this case, as notification was not required, the applicant has waived their right to hearing and requested that decision on the plan variation and concurrent resource consent relating to a qualifying development be made by council staff under delegated

authority. This is specifically provided for through the DPO delegations, and this approach has been confirmed by Legal Services.

6.0 CONSIDERATION OF PLAN VARIATION

6.1 Statutory Considerations

Section 61 provides the statutory framework for consideration of any application for a plan variation within a Special Housing Area.

Chapter B of the decision notice version of PAUP contains the Regional Policy Statement (RPS). The RPS provides the overview of the significant resource management issues Auckland faces and the overarching objectives and policies to achieve integrated management of Auckland's natural and physical resources.

The RPS identifies eight issues of regional significance being:

- Urban growth and form* – B2
- Infrastructure, transport and energy*- B3
- Sustainable managing natural resources- B4
- Protecting built heritage and character* – B5
- Addressing issues of significance to Mana Whenua*- B6
- Natural resources – B7
- Sustainably managing our coastal environment *– B8
- Responding to Environmental risk (including climate change)* – B10

Each issue has a set of chapters with associated objectives and policies which sit under it. The RPS issues and chapters relevant to it which are referenced above. Those RPS issues marked with an asterisk are considered relevant for this PV application.

Urban growth and form

Objective B2.2.1 of the PAUP states:

“(1) A quality compact urban form that enables all of the following:

- (a) A higher quality urban environment*
- (b) Greater productivity and economic growth*
- (c) Better use of existing infrastructure and efficient provision of new infrastructure*
- (d) Improved and more effective public transport;*

- (e) Greater social and cultural vitality*
 - (f) Better maintenance of rural character and rural productivity; and*
 - (g) Reduced adverse environmental effects.*
- (2) Urban growth is primarily focussed within the metropolitan area 2010 (as identified in Appendix 1A).*
- (3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth..."*

The PV is consistent with this strategic objective as it will provide for an efficient use of land through the application of a Mixed Use zoning in a location that will provide opportunities for intensification and a range of land uses. The Landing is a gateway to Hobsonville Point, coastal and within relatively close proximity to Auckland's CBD making it a market attractive destination for tourism, food and beverage/entertainment. The provisions of the proposed sub-precinct F, combined with the Mixed use zoning will enable a mix of residential, retail business and community activities to occur.

B3.2- Infrastructure

Objective B3.2.1 states

- (1) Infrastructure is resilient, efficient and effective*
- (2) The benefits of infrastructure are recognised, including:*
 - (a) Providing essential services for the functioning of communities, businesses and industries within and beyond Auckland*
 - (b) Enabling economic growth*
 - (c) Contributing to the economy of Auckland and New Zealand*
 - (d) Providing for public health, safety and well-being of people and communities;*
 - (e) Protecting the quality of the natural environment; and*
 - (f) Enabling interaction and communication, including national and international links for trade and tourism.*
- (3) Development, operation and maintenance and upgrading of infrastructure is enabled, while managing adverse effects on:*
 - (a) The quality of the environment and, in particular, natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character;*
 - (b) The health and safety of communities and amenity values..."*

The rest of the objective deals with reverse sensitivity and the National grid, neither of which are relevant here. The proposal will continue to provide for public transport infrastructure and access to the ferry terminal. Watercare Services Ltd has confirmed that there is sufficient water and wastewater provision here, although later stages of development will have to upgrade the water infrastructure to provide for sufficient pressure to meet current engineering approval standards. Auckland Transport staff have commented on the proposal and would prefer a different layout to enable optimal visibility between the ferry terminal and land and vice versa. I am satisfied that the proposal will still provide a good level of public access to and from the terminal and through the site. The issues raised by AT are not of sufficient magnitude to warrant a re-design by HLC of their proposal, or a loss in future developable gross floor area when the ferry and bus network are still provided for and in easy walking distance of one another.

B4- Natural Heritage

This RPS level policy provides guidance on outstanding natural landscapes, the Waitakere Ranges, outstanding natural features, public views. Hobsonville Point is not in an outstanding natural landscape, has no outstanding natural features or public views.

I concur with the applicant's assessment of environmental effects and landscape assessment provided with the application and have not sought additional specialist comment on this issue. There is no natural heritage within the subject site.

B5- Built Heritage and Character

Objective B5.2.1 provides

- (1) Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.*
- (2) Significant historic heritage places are used appropriately and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.*

Objective B5.3.1 states

- (1) Historic heritage values of identified special character areas are protected from inappropriate subdivision, use and development*
- (2) The character and amenity values of identified special character areas are maintained and enhanced.*

The PV is consistent with the above heritage objectives and policies B5.2.2 and B5.3.2 relating to the preservation and protection of, and use and access to heritage values. HLC has identified five buildings of heritage value at the Landing as:

- The Fabric Bay
- The Seaplane Hangar
- The Painting Bay

- The GRP Building; and
- The Sunderland Hangar

Although these buildings are not 'scheduled' per se they have been identified to be retained and adaptively re-used as part of the future re-development of the Landing. Although these buildings are not specifically identified as historic heritage or special character, the provisions developed achieve a similar outcome.

DPO has had the application and heritage assessments peer reviewed by Ms Heike Lutz, heritage architect. Ms Lutz's specialist report recommends a specific objective and policy recognising the historic heritage elements on the site in order to satisfy Part 2 of RMA. Furthermore, Ms Lutz considers that the Landing should have a conservation plan prepared for the entire site. The Landing is a highly modified environment, with the cliff having been excavated in the 1920s and 1930s to form it. Although the buildings and structures have heritage elements to them, scheduling these items individually or collectively could result in every aspect of their adaptive re-use being subject to an unnecessary level of review by heritage specialists. In my view, the PV achieves the right balance between recognising and providing for these buildings, and their on-going sensitive re-development. I regard the assessment as a useful peer review of the applicant's heritage assessments to date but am of the view that there are more innovative ways of protecting heritage than just scheduling.

B6- Mana Whenua

Objective B6.2.1 states

- (1) *The principles of the Treaty of Waitangi/Te Tiriti o Waitangi are recognised and provided for in the sustainable management of natural and physical resources including ancestral lands, water, air, coastal sites, waahi tapu and other taonga.*
- (2) *The principles of the Treaty of Waitangi/Te Tiriti o Waitangi are recognised through Mana Whenua participation in resource management processes.*

The related policies provide for timely, effective and meaningful engagement with Mana Whenua at the plan variation and consenting stages. The applicant has consulted with Te Kawerau a Maki, who have prepared a cultural values assessment/cultural impact assessment for Hobsonville Point. Iwi wish to ensure that they have an ongoing connection to the coast and this is of great cultural importance to them. The proposed coastal protection yard and esplanade reserve provisions will maintain access to the coastal edge for future generations.

It is likely that there will be opportunities to celebrate tangata whenua's connection to the coastal environment through signage and public art works in the future.

B7- Natural Resources

The objectives and policies relating to natural resources are not relevant to this PV.

B8 – Coastal environment

Objective B8.2.1 states:

- (1) Areas of the coastal environment with outstanding and high natural character are preserved and protected from inappropriate subdivision, use and development.*
- (2) Subdivision, use and development in the coastal environment are designed, located and managed to preserve the characteristics and qualities that contribute to the natural character of the coastal environment.*
- (3) Where practicable, in the coastal environment areas with degraded natural character are restored or rehabilitated and areas of high and outstanding natural character are enhanced.*

The PV and QD area is not within outstanding natural landscape or natural character areas. The existing environment is already highly modified with the majority of the site covered in tarmac with a selection of buildings on it. There is virtually no vegetation on-site, apart from the escarpment between Hobsonville Point and the Landin, which was created in the 1920s as a result excavation. The features within the coastline include the ferry terminal and jetty and seaplane slipway. There is no natural beach or coastal vegetation.

Transport

The applicant engaged with Auckland Council on several occasions to discuss their proposal and an accurate record of their engagement is outlined in their application. Auckland Council staff, consultant urban designer and three representatives from Auckland Transport met with the applicants on-site to discuss the proposal and its relationship with public transport facilities. Mr Rod Albertyn, Mr Stuart Bracey, Ms Pragati Vashisht, Mr Gareth Willis and Mr Simon Milner have jointly prepared a specialist report on this application. Overall AT agrees to the Mixed Use zoning of the site but opposes the indicative internal road layout.

AT's opposition to the proposal largely stems from their preference for the ferry terminal to be no more than 30m away from a bus stop to facilitate people changing from one form of public transport to another. AT contends that the walking distance between the bus stop and the ferry would be 180m and take approximately 3 minutes to walk. Many of the other issues raised through the memo are not planning issues, such as the future vesting of road requirements for park and ride facilities – they are asset management issues. The specialist memo also seeks clarification of parking and loading areas in front of the Seaplane Hangar, which is not a PV issue.

The memo refers to stormwater effects, which are satisfactorily dealt with through PAUP provisions and are technically outside the expertise of AT staff.

AT staff recommend the following assessment criteria in section 6.2.1:

“g. Any new building that abuts a pedestrian walkway between the ferry terminal to the bus stop location should provide a form of rain shelter over that walkway.

h. The design of new buildings situated between the ferry terminal and bus stop location should provide visual and physical permeability between these two public transport facilities. This is to facilitate a convenient, safe and legible pedestrian route between the ferry terminal and bus stop location.”

I agree with AT that there should be a rain shelter where this can be designed in as part of new building but I disagree that there needs to be physical permeability between the ferry terminal and bus stop location, as this would make any new building completely subservient to a public transport outcome and may limit the developable area of land. I have therefore recommended a change to the assessment criteria and have changed it to read:

“g. Any new building that abuts a pedestrian walkway between the ferry terminal to the bus stop location should provide a form of rain shelter over that walkway.”

“h. The design of new buildings situated between the ferry terminal and bus stop location should facilitate a safe and convenient pedestrian route between the ferry terminal and bus stop location.”

Parks

Mr Ezra Barwell, Principal Policy Analyst, Parks and Recreation Policy has assessed the application and provided specialist comment on the esplanade reserve provisions only. Mr Barwell agrees with the applicant that the esplanade reserve should be reduced to a 5m wide public pathway with an adjoining 5m wide privately owned strip. In his view, this would achieve an overall 10m wide strip from inappropriate development or use. In reaching this finding, Mr Barwell has analysed waterfront esplanade widths at various sites in Auckland and in other NZ cities.

Ms Maylene Barrett, Service and Asset Planner, has also provided commentary on the proposal and reached a similar conclusion to Mr Barwell. Ms Barrett recommends a 10m esplanade strip with full public access for 10m primarily on the basis that Council does not wish to take over ownership of the proposed public deck, seawall and seaplane ramp due to the costs associated with maintaining those assets. She has therefore requested changing the PV accordingly. The practical implications of an esplanade strip as opposed to an esplanade reserve are that the land remains in private ownership, albeit with public access over it.

I prefer Mr Barwell's view because it would still enable Council to choose at a later date between a 10m entirely owned esplanade strip or a 5m esplanade and 5m wide esplanade strip in private ownership. This means that it would achieve the same visual effect, but allow council future options. This is consistent with the applicant's provisions

Urban Design

The proposed changes to sub-precinct F are intended to establish this area as a gateway to the wider Hobsonville Peninsula, through its development as a destination with a highly urban character as well as a public transport interchange supporting connection between the local bus services and the passenger ferry service to the Auckland CBD.

In addition to the development controls of the PAUP's Mixed Use zone, the future development and design outcomes for the Landing are proposed to be determined through the proposed Hobsonville Point precinct provisions, and Precinct Plans 6 and 7.

Ms Lauren White, consultant urban designer, has provided a peer review of the applicant's urban design statement and has commented on the plan provisions and qualifying development. Ms White highlights the key matters of contention between staff and the applicant as being the extent of public open space adjoining the coast and the location of the bus stop and its connection to the ferry terminal. Ms White records the fact that there was an agreement for an esplanade reserve width of 5m and a coastal protection yard rule of 10m for the precinct. There was no agreement on the location of the proposed bus stop.

Ms White specifically recommends an additional pedestrian connection on precinct plan 6 as shown in her specialist report and an additional assessment criteria related to glazing and shading. Ms White recommends assessment criterion (o):

“Active frontages at ground level (including a high proportion of glazing, doorways etc) should be provided adjoining pedestrian and cycle routes and open spaces. Consideration should also be given to weather protection and lighting in order to increase the interest, comfort and safety of pedestrians.”

and

“The location and height of new buildings should give consideration to potential shading effects on public spaces and pedestrian/cycle connections.”

I agree with the assessment criteria for glazing and shading but disagree with the amendments to the precinct plan as this may reduce the potential for efficient block layouts and gross floor area of future building footprints.

Heritage

Ms Lutz, consultant conservation architect, has undertaken a site visit and reviewed the PV and QD. Ms Lutz notes that historically the wider area has been used for a mix of commercial, residential defence and recreational land uses i.e. Mixed Use. Overall, Ms Lutz supports the plan variation provisions, the adaptive re-use of buildings, building height limits and public transport outcomes.

The issues that Ms Lutz contends should be better provided for are the identification of historic heritage buildings, structures and their surrounds and the completion of conservation plans for each building and structure that is identified as having cultural heritage value to guide further work. To that end, she recommends a new policy and rule. These are:

“Provide for any identified historic heritage buildings, structures and their surrounds, and heritage landscapes to be managed in accordance with a conservation plan or heritage management plan approved as part of a framework plan” and

“The preparation of comprehensive Conservation Plans for each building and structure that is identified as having cultural heritage value is required by a qualified and experienced building conservation specialist before any further work is undertaken. These Conservation Plans will guide the adaptive reuse of the heritage buildings and decisions in regards to the master planning of the site can be measured against the benchmarks set out in the conservation plan”

Whilst I understand the purpose of the proposed policy and rule, I disagree that they are required to achieve heritage protection. Part 2 of the RMA provides for the protection of historic heritage and the RPS interprets that direction within the PAUP. It is possible to achieve protection of historic heritage without resorting to statutory protection of every item or feature. The applicant proposes to modify sub-precinct F of the Hobsonville Point precinct which has objectives and policies that support retention of specific buildings and key elements of them. The applicant has demonstrated its commitment to heritage protection by commissioning appropriate conservation plans and adhering to that guidance. I doubt that statutory protection would result in a different outcome, apart from adding to the cost of compliance.

Ms Lutz makes two other observations within her specialist report with respect to requiring sight-lines and viewshafts from the water as well as other vantage points such as Upper Harbour Highway and surrounding suburbs. I disagree with this suggestion on the basis that the site is not identified as an area with high landscape sensitivity and to create additional sight lines would have a detrimental effect on future development of the site.

Planning

The Decisions Notice version of the PAUP has endorsed a Mixed Use zoning over this site which would allow for a mix of compatible residential and non-residential areas. The zone provides for dwellings, visitor accommodation, commercial services, offices up to 500m² per tenancy, small-scale supermarkets (up to 450m² gfa) entertainment facilities and food and beverage as permitted activities. The permitted height in the underlying Mixed Use zone has a baseline height of 16m with a height for roof form of 2m, giving a total building height of 18m. The precinct provisions vary the height control by introducing rule 4.3.1 for the Mixed Use zone that shows a range of heights from 8m-27m depending on the specific buildings or development areas.

The height in relation to boundary controls in the underlying zone mostly relate to neighbouring residential land, which does not apply to this precinct. The Mixed Use zone has minimum building setbacks of 6m where there is a maximum height of 27m (refer rule H13.6.3.1). The Mixed Use zone also has maximum tower dimension and tower separation to allow for adequate sunlight and daylight access to streets and public open space.

One of the key differences between this precinct and the underlying zone is the coastal yard requirement of 25m in the underlying zone, which is proposed to be reduced to a 10m building setback in the precinct provisions. There is specific provision for the coastal protection yard to be further reduced to 2m in front of the Fabric Bay building where there is a natural "pinch-point" between the sea and building. The precinct provisions delete the requirement for landscaping (usually of 2m in depth) along the street frontage as set out in rule H13.6.6 of the Decision Notice version of PAUP.

The precinct introduces its own bespoke energy efficiency and non-potable water supply rule, which is not a requirement in the underlying zone or regional provisions of PAUP.

The PV now specifically cross-references the Mixed Use zone in the subdivision rule 4.5 and provides for bespoke widths of esplanade reserve in rule 4.5.1 as mirrored in the coastal protection yard rule.

The activity table is also modified to provide for marine retail, offices greater than 500m² gfa, walkways, bus-stops etc as permitted activities. The complete or partial demolition of historic buildings are a non-complying activity and alterations to existing buildings or historic value is a restricted discretionary activity. New buildings and subdivision are restricted discretionary activities, providing an opportunity to assess those proposals in detail.

The precinct does not introduce the standard affordable housing precinct provisions because the site is subject to a specific exclusion from those provisions in the Order in Council.

Overall, I am satisfied that the precinct provisions apply suitable controls to protect the coastal amenity, historic heritage values and will retain a reasonable level of public access through the site as future subdivision occurs.

Stormwater

The Council's stormwater specialists have reviewed the application and have provided specialist comments on the plan variation. I note that the area is no longer within a SMAF 1 overlay under the Decisions Notice Version of PAUP. Although there is a desire by the stormwater unit to have additional controls, these have not been specified in their report. In the absence of any suggested stormwater provisions, and bearing in mind the removal of the SMAF 1 overlay through the Decision Notice version of PAUP, the underlying regional rules apply.

6.2 Statutory Considerations under Section 61(4)

Section 61 (4) prescribes the matters the council must have regard to when considering applications for plan variations (and any submission received from notification). The section dictates a clear order for weighting from subs (4)(a) to subs (4)(e).

In summary the key considerations are:

- (a) The purpose of HASHAA; then in **descending** priority
- (b) Part 2 of the RMA; then in **descending** priority
- (c) Matters in section 74(2)(a) of the RMA; then in **descending** priority
- (d) The other matters in sections 74 to 77D of the RMA (with stated exceptions); then in **descending** priority
- (e) Any relevant provision or any relevant other Act.

The application was not notified and there were no submissions in relation to this proposal.

6.3 Section 61(4) HASHAA evaluation

6.3.1 Purpose of HASHAA

The purpose of the HASHAA is stated at s.4 and is:

“The purpose of this Act is to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts, listed in Schedule 1, identified as having housing supply and affordability issues.”

It is considered that the plan variation is generally consistent with the purpose of HASHAA of enhancing housing affordability and increasing the supply of land for housing. The applicant has not included affordability provisions in the objectives, policies and rules of the proposed plan variation because it is exempt from this requirement in the Order in Council.

The applicant has completed all required technical studies to support the re-zoning and development of vacant lots and super lots which are necessary to deliver housing.

6.3.2 Part 2 of the RMA (purpose and principles)

The purpose of the RMA under s5 is to promote the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way or at a rate that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 of the Act sets out a number of matters of national importance which need to be recognised and provided for, and includes among other things and in no order of priority, the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

Section 7 identifies a number of “other matters” to be given particular regard by a council in the consideration of any assessment for resource consent, and includes the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values.

Section 8 requires that the principles of the Treaty of Waitangi be taken into account.

Overall the application is consistent with Part 2 of the RMA for the following reasons:

1. Overall the proposed plan variation supports an efficient use of land within the RUB and will allow for a variety of dwellings to be developed.
2. The proposal fulfils the purpose of HASHAA to enhance housing affordability by facilitating an increase in land and housing supply.
3. The Plan Variation is consistent with the cultural impact assessment and iwi management plans prepared for the area.

There is only one recommended changes to the proposed variation – assessment criteria g and h into section 6.2.1 (Design Location and Integration).

6.3.3 Section 74(2)(a) of the RMA

This section requires regard to be had of any proposed regional policy statement or any proposed regional plan. In addition, by way of a reference to s.75(3) and (4), consideration must be given to the following:

- › a District Plan must at all times **give effect to** any national policy statement including the New Zealand Coastal Policy Statement, or regional policy statement; and
- › A District Plan also **must not be inconsistent with** any water conservation order or any regional plan for any matter specified in s.30(1) RMA.

I concur with the applicant's analysis of the PV against the notified version of PAUP and the NZ Coastal Policy Statement. I have analysed the proposal against the decisions notice version in section 6 above, which is not repeated here.

6.3.4 Sections 74 to 77D of the RMA

The matters outlined in section 6.6.3 will not be repeated. In summary, the remainder of sections 74-77D of the RMA relate to:

- › The various matters that must be considered by a territorial authority when preparing or changing a District Plan (s.74);
- › The contents of District Plans (s.75);
- › Limitations and powers relating to Rules in District Plans (s.76, and 77);
- › Powers to make rules that apply to classes of activities and specify conditions (s.77A);
- › Requirements for certain Rules for Controlled, and Restricted Discretionary activities (s.77B); and
- › The power to set rules requiring or precluded from being notified (s.77D).

6.3.5 Provisions of any other relevant enactment

The Resource Management Act 1991, particularly section 230 of that Act allows Council to take a 20m esplanade reserve at the time of subdividing sections adjacent to the coast. Auckland council's parks department has provided advice that it does not wish to take an esplanade reserve in this location due to underlying asset management issues related to heritage structures in the coastal marine area and would prefer an esplanade strip to be taken when this site is eventually subdivided. The precinct provision requires an esplanade reserve of between 2-5m with an additional building setback of 5m, thus providing for a total publicly accessible strip of 10m.

6.4 **Section 61(4) HASHAA overall analysis and recommendation**

The above matters are subject to compulsory weighting set out in HASHAA. Having regard to that weighting, and on the basis of the evaluations above, the plan variation is appropriate and should be approved subject to modifications.

The key reasons for this are:

1. Overall the proposed PV supports an appropriate use of land within the RUB and the Mixed Use zoning has already been endorsed by the Auckland Unitary Plan Independent Hearings Panel and Decision Notice Version of Auckland Unitary Plan.
2. The proposal meets the purposes of HASHAA to enhance housing affordability by facilitating an increase in land and housing supply.
3. Part 2 matters are satisfied by the proposal in terms of sustainable management of resources and efficient use of land.
4. The proposal will provide a suitable mix of land uses for the wider Hobsonville Point development and create a quality amenity adjacent to the coast.

6.5 Recommendations for plan provisions

A number of modifications have been discussed throughout the relevant parts of sections 6.3 – 6.6 and are recommended under 6.7 above.

Section 70(2) HASHAA requires plan variation decisions to comply with Clauses 10(2) and (3) of Schedule 1 of the RMA. Clause 10(2)(ab) RMA requires a further evaluation of the plan variation under s.32AA RMA. Section 32AA RMA in turn requires an evaluation of any changes made to a proposed variation in terms of s.32(1) to (4) RMA since its last evaluation report.

It is noted that HASHAA only requires a plan variation to be subject to s.32(3) and (4) RMA and the above has been interpreted as meaning that only these need to be further evaluated.

The recommended plan provisions (including modifications in a “track change” version) are included at the end of this report as **Recommendation B**. For reference, the plan provisions sought by the applicant are included as **Appendix 1**, and a “clean” set of the provisions recommended in Recommendation B are included as **Attachment X**.

7.0 CONSIDERATION OF RESOURCE CONSENT APPLICATION FOR A QUALIFYING DEVELOPMENT

7.1 Statutory Considerations

Sections 34 and 35 provide the statutory framework for consideration of any application for a qualifying development within a Special Housing Area. Where the authorising agency grants an application, it can impose conditions (s37 and s38 of the HASHAA).

7.2 Statutory Considerations under Section 34(1)

Section 34(1) details the matters the council must have regard to when considering applications for resource consent applications (and any submission received from notification). The section dictates a clear order for weighting from subs (1)(a) to subs (1)(e).

In summary the key considerations are:

- (f) The purpose of HASHAA; then in **descending** priority
- (g) Part 2 of the RMA; then in **descending** priority
- (h) Any relevant proposed plan; then in **descending** priority
- (i) Any relevant consideration arising under sections 104 to 104F RMA (were the application being considered under that Act); and of **equal** priority
- (j) Any relevant provision or any relevant other Act; then in **descending** priority
- (k) The key qualities set out in the Ministry for the Environment’s “Urban Design Protocol”.
- (l) In addition to and notwithstanding the above, the section prohibits the decision maker from granting consent to any application unless it is satisfied that sufficient and appropriate infrastructure “will be” provided to support the Qualifying Development (it is noted that “will be” is a much stronger and definitive test than “could be” or “may be” – it requires a high level of certainty).

For the purposes of this report the matters are addressed individually – with the weighting exercise of the relevant findings, following the weighting hierarchy required under the HASHAA.

7.3 Submissions

The application was not notified so there are no submissions to take into account.

7.4 Purpose of the HASHAA (s34(1)(a))

The purpose of the HASHAA is to enhance and facilitate an increase in land and housing supply - in this case within the Auckland region. This criteria has the greatest weight in any consideration of an application for a Qualifying Development (QD).

The proposal seeks consent to give effect to the zoning sought under the PV and in line with the identification of the site as a SHA. It includes the provision of six terraced dwellings, this meets the criteria under the Order in Council for the SHA and whilst modest will still provide additional housing for Auckland.

7.5 Part 2 of the RMA (Purpose and Principles) - (s34(1)(b))

Section 5 sets out the purpose of the RMA, and requires a broad judgement as to whether a proposal would promote the sustainable management of natural and physical resources. This exercise of this judgement is informed by the principles in sections 6 to 8, and considered in light of the particular circumstances of each application.

A consideration of Part 2 is outlined in Section 9 of the submitted AEE. Having considered this assessment, I agree with the applicant that the proposal is consistent with the relevant matters from Part 2. In addition, the following is noted:

- The new residential dwellings are the modest first stage of residential development of 'The landing' precinct area, which once completed would include high density housing in proximity to the public transport hub of ferry and bus services;
- The proposed design would enable the efficient and effective redevelopment of the site in line with both the precinct provisions but provide for housing growth and choice in an area identified for urban development. The proposal would therefore appropriately contribute to the social, economic and cultural well-being of people and communities;
- Furthermore as outlined in the assessments below, any adverse effects of the development are considered to be adequately avoided, remedied, or mitigated. therefore I am satisfied that the proposal is consistent with the purpose of the RMA;
- In terms of matters of national importance there are heritage elements within the precinct area, however these do not form part of the QD area and the proposal is considered to have positive amenity effects on the environment;
- The proposal is considered to be consistent with Treaty of Waitangi principles as local Iwi have been consulted and Cultural Impact Assessments have been undertaken. A number of recommendations have been incorporated into the QD and the PV through the design of the proposal and some of these recommendations in respect of monitoring, archaeology, landscaping and stormwater will be secured by condition;
- As identified earlier in the report the applicant has consulted with Te Kawerau a Maki, who have prepared a cultural values assessment/cultural impact assessment for Hobsonville Point. Iwi wish to ensure that they have an ongoing connection to the coast and this is of great cultural importance to them. These values will be maintained through the QD proposal.

7.6 Relevant Proposed Plan: Proposed Auckland Unitary Plan (s34(1)(c))

7.6.1 Regional Policy Statement (Chapter B)

Chapter B of the PAUP sets out the strategic RMA framework for the identified issues of significance, and resultant priorities and outcomes sought. Chapter B includes the following headings of relevance:

- Urban Growth and Form;
- Infrastructure, Transport and Energy;
- Built Heritage and Character;
- Mana Whenua;
- Coastal Environment;

These align with the direction contained in the Auckland Plan. With respect to the above matters, the following comments are made:

- The provision of new dwellings will enable the efficient use of the site and provide for additional homes in an area with high public transport accessibility.
- The new building appropriately responds to the adjacent heritage item of the 'Sunderland Hangar which is identified through the precinct for protection.
- The new building is set back from the coastal environment and will not impede any views of this landscape.
- Local mana whenua have been engaged with as part of the PV process and incorporated into the precinct provisions which this proposal is being considered against.

7.6.2 Relevant Objectives and Policies (Regional and District)

The following assessment considers the relevant objectives and policies:

(a) Hobsonville Precinct and Mixed Use Zoning

This assessment is based on the recommended Hobsonville Precinct provisions as detailed in full in **Recommendation B** below, and the Mixed Use zone provisions.

The Hobsonville Point Precinct provisions set a direction of the urban development of the Hobsonville Point area and are consistent with a development pattern generally anticipated by the Mixed Use, Terraced Housing and Apartment and Mixed Housing Urban zones. Being a concurrent application, the QD has been designed to be largely consistent with these provisions.

The QD proposal is located in a discrete portion of the precinct and would form part of the area identified as 'Development Area' 4 and is located south east of the Sunderland Hangar. The site is bound to the north by the new main vehicle circulation route and is set back from the coastal yard and esplanade areas.

The terraced typology is very much expected within this zone and when considered against the bulk and form of the anticipated apartment building that would eventually sit behind it will read very much as a high density residential scheme.

The design of the dwellings provides for high-quality on-site amenity for residents with suitable provision of private open space and internal amenity. It is considered that the form, scale and design that responds positively to the planned future character of 'The Landing' and is of high quality urban design. Given, the coastal location and proximity to heritage items on site, it is considered appropriate to condition the final external materials and to ensure bin/ plant equipment is appropriately screened.

The application has been reviewed by Ms Lauren White, Consultant Urban Designer who has advised in her memo (attached as **appendix 3**) that she supports the principle of the QD as it utilises a residential typology appropriate for the site whilst the design is future proofed for the future residential development that would occur to the rear of the terrace. Overall, she considers that the QD is consistent with the design intentions established by the precinct, however, she does recommend minor amendments in terms of additional windows to the side facades and bin/ cycle stores. I agree with her recommendations and have included conditions to this effect.

There are no existing adjacent residential sites, however the design ensures that the future re-development of the remainder of the 'Development Area' 4 will not be compromised with the new dwellings orientated across to the coast rather than towards the embankment.

The proposal is sensitive to the adjacent 'Sunderland Hangar' and will sit comfortably next to this existing heritage item. The dwelling is set back from the coast to ensure views and access is maintained.

The redevelopment of the site will build on the integrated transport network provided by the existing ferry and bus services, which will encourage residents to utilise other non-vehicle modes of travel.

The proposal will not generate adverse effects in terms of stormwater runoff given the dwellings will be connecting into an existing line and outlet structure. Eventually a new stormwater network and associated outlets will be provided onsite.

The dwellings will incorporate sustainability measures in terms of passive solar design, energy efficiency and water management, and will form part of a compact walkable neighbourhood. It is recommended that conditions are included to ensure that these built measures are incorporated in the final built design.

For the reasons outlined above, and within the relevant sections to follow, I am satisfied that subject to appropriate conditions, the proposal is consistent with PAUP Hobsonville Precinct and Mixed Use Zone objectives and policies.

(b) Infrastructure (Chapter E, Section E26)

The PAUP sets a clear direction that infrastructure is critical to the social and economic well-being of people and communities, and seeks to ensure that the benefits of infrastructure are recognised, whilst ensuring that adverse effects are managed appropriately, and that the ongoing provision and upgrading of infrastructure is provided for. Of particular relevance to the proposal is the provision of water supply, wastewater reticulation, vehicle access and stormwater.

The QD applicant has outlined how the proposed development will utilise the existing private roads of Launch Road or Hudson Bay Road to access the site, whilst it is acknowledged that portions of these road corridors will need to be upgraded to be of vesting standard this is not necessary for the six dwellings sought. However, this will eventually be achieved when the wider precinct area is developed.

With regard to the proposed transport network, Auckland Transport's specialists Mr Rodney Albertyn, Mr Stuart Bracey, Mr Gareth Willis, Mr Simon Milner and Ms Pragati Vasisht have advised that they in principle support the QD, subject to conditions in respect of detailed road design and alignments (see **Appendix 3**). The recommended conditions seek the provision of further information at engineering plan approval stage for speed calming measures, pedestrian connectivity to the development from both Hudson Bay Rd Extension and Launch Rd and the provision of pick-up/drop-off spaces for the ferry. It is not considered that this level of detailed is necessary for the scale of development sought by the QD, furthermore, this level of detail would not be appropriate for an application that does not propose to vest any public roads with Auckland Council with no subdivision being sought. Consequently, the existing vehicle access arrangements are considered to be suitable as an interim solution until the wider area is developed and I do not consider that it is appropriate to condition this information.

In terms of the provision of necessary other infrastructure servicing such as stormwater, wastewater, potable water, power and utilities details are contained within the submitted infrastructure and traffic reports (as referenced in section 1.3 of this report). These identify that in respect of storm water the dwellings will connect into the existing network onsite and other infrastructure would need to be provided to the site in line with the recommendations of the infrastructure report. It is recommended that appropriate conditions are included to ensure that this infrastructure is constructed to Council standards prior to the occupation of the buildings.

For the reasons outlined above, and within the relevant sections to follow, I am satisfied that subject to appropriate conditions, the proposal is consistent with PAUP infrastructure objectives and policies.

The provision of adequate infrastructure is also a key consideration of HASHAA and is discussed further in section 6.9 below, whilst specific consideration of the stormwater network is covered in the 'Water' section below.

(c) Transport (Chapter E, Section E27)

This section of the PAUP specifically includes the road network and associated facilities for walking and cycling within the road in the consideration of infrastructure, and seeks to achieve an integrated and safe transport network.

Primarily the provision for transport has been considered as part of the PV process, which triggered the requirement for an Traffic Assessment (TA) to be provided (see Appendix F). This TA, prepared by Flow, has been reviewed by Auckland Transport (see **Appendix 3**).

AT have confirmed that in principle they raise no objections to the QD with any potential impacts of the proposed development on the operation of the wider traffic network considered to be negligible given that only six new dwellings are proposed. Furthermore, AT have confirmed that they generally agree with the assessment methodology and findings of the Traffic Assessment prepared by Flow Transportation Specialists with respect to the QD.

However, as detailed within the 'infrastructure' section of the report above AT has outlined in their specialist memo that they oppose the indicative alignment of the proposed road that would service The Brownstones units. Consequently, they consider that the QD should not be granted as sufficient and appropriate infrastructure will not be provided to support that QD. Whilst I acknowledge the concerns raised by AT I consider that the existing road infrastructure that serves the site to be appropriate for the reasons outlined earlier in the report.

For the reasons outlined above, I am satisfied that the proposal is consistent with the outcomes sought by the PAUP and that the safe and efficient operation of the transport network will not be unreasonably compromised in the present situation given the small scale of the dwellings sought.

(d) Land Disturbance – District (Chapter E, Section E12)

The PAUP acknowledges that earthworks are an essential prerequisite for development of urban land, and focuses on managing earthworks through best practice land management techniques to minimise adverse effects of silt and sediment, including dust, leaving the site. Furthermore, the policies seek to manage the impacts on Mana Whenua cultural heritage by requiring appropriate protocols for accidental discovery and taking appropriate actions in accordance with matauranga and tikianga Maori.

Given, the reclaimed nature of the site any risk that archaeological items would found is low.

The applicant has identified that the application would require modest earthworks with the existing concrete surface to remain in place with any works limited to pile holes to construct a floating foundation. Thereby earthworks would only be necessitated over an area of 25m². The PAUP identifies that in order for earthworks to be considered a permitted activity that they must be undertaken in accordance with a number of criteria. Consequently, a number of conditions have been recommended given the proximity of the site to the coastal environment to avoid or minimise any potential effects in respect of sediment laden water.

Overall, I am satisfied that subject to conditions, that earthworks across the site can be managed appropriately to ensure that any effects associated with silt and sediment are appropriately managed and the proposal will be consistent with the objectives and policies of the Plan.

(e) Natural Hazards and Flooding (Chapter E, Section E36)

Auckland is affected by a range of natural hazards and the PAUP seeks to ensure that development of land subject to such hazards only occurs where risk to people, property and the environment are well managed. Any subdivision and development should not exacerbate these risks and the provision of engineering assessments shall be required to ensure land is suitable for development and that the conveyance function of overland flow paths is managed safely.

The infrastructure report prepared by Beca and attached to the AEE identifies and discusses both coastal inundation in respect of the site and the location of the overland flow path (refer **attachment 2**).

The overland flow path is best identified in the figure 1 below which illustrates that it extends down from Launch Road from the embankment and extends into the south eastern end of the proposed building platform.



Figure 1: Location and extent of the overland flow path in respect of the QD site.

Mr Mark Iszard, Healthy Waters, has reviewed these assessments as outlined in his specialist memo (attached as **Appendix 3**). Mr Iszard confirms that they generally support the approach to stormwater on site, but the key concern is that given the lack of information provided around the flow rate of the overland flow path that conditions requiring an easement are included to ensure this path is maintained if the flow rate exceeds 100 l/s. As the application relates to the land use stage of the development, the option of requiring an easement is not provided for. Furthermore the catchment size of the overland flow path is less than 4000m² and therefore consent is not actually triggered under the PAUP. Consequently, I consider it appropriate that this matter be dealt with via the building consent process.

Mr Iszard does not specifically comment on coastal inundation within his memo, however, the FFL for the new dwellings are above the minimum levels required under the PAUP therefore it is considered that any potential effects from being located within this area are appropriately managed.

In terms of potential effects on the occupiers of the new dwellings the FFL have been raised to deal with both this and the coastal inundation overlay. Furthermore, it is noted that all bedrooms are located at upper level and that eventually the dwellings will form part of a much wider apartment development which connects back into Launch Road thereby providing an alternative means of escape in hazard event.

On this basis, I am satisfied that subject to conditions being included to ensure any effects in respect to natural hazards and flooding will be appropriately managed and the proposal would be consistent with the objectives and policies of the Plan.

(f) Water Quality and Integrated Management (Chapter E, Section E1) Stormwater Discharge and Diversion (Chapter E, Section E8)

Managing water quality and integrating water management has direct ties to the objectives of the National Policy Statement for Freshwater Management (2011) (NPSFM) and the New Zealand Coastal Policy Statement (NZCPS), and recognises the need to have an approach in the PAUP that seeks to improve the integrated management of freshwater and the use and development of land.

The PAUP therefore seeks to provide outcomes that maintain a healthy natural environment through an integrated approach to land and water management. The plan sets a clear focus to avoid effects as far as practicable in greenfield developments, focusing on management of stormwater networks.

The proposal seeks a temporary connection to an existing line that discharges to Outfall 5. This outfall will be upgraded with a Stormwater 360Filter device.

Mr Mark Iszard, Healthy Waters, has reviewed these assessments as outlined in his specialist memo (attached as **Appendix 3**). Mr Iszard confirms that they generally support the approach to stormwater on site and it aligns with the SMP. Mr Iszard has recommended a number of conditions regarding the requirements for engineering plan approval which I recommended are included.

Overall, I am satisfied that, subject to conditions that the proposed stormwater management approach will manage runoff to achieve appropriate hydrological mitigation as required by the PAUP, the SMP and the precinct provisions to ensure that a water sensitive approach to stormwater is secured for the QD.

7.6.3 Relevant Assessment Criteria

In this case, the PAUP includes assessment criteria relating to the consideration of new buildings, open space provision and urban design. In general these matters have been considered in the broader assessment for the direction of the PAUP above. To avoid repetition these matters are not expanded upon here.

7.7 Other Matters that Arise for Consideration under Sections 104 to 104F of the RMA (s34(1)(d))

7.7.1 Actual and Potential Effects on the Environment

Section 104(1)(a) of the RMA requires Council to have regard to any actual and potential effects on the environment of allowing the activity. This includes both the positive and the adverse effects.

Permitted Baseline/ Appropriate Comparison/ Receiving Environment

In considering the effects, the authorising agency:

- may disregard those effects where the plan permits an activity with that effect; and
- must disregard those effects on a person who has provided written approval.

The permitted baseline refers to the effects of permitted activities on the subject site, while the receiving environment refers to lawfully established activities, effects from consents that are likely to be implemented, and the environment as modified by other consents.

Section 71 of HASHAA requires consideration of the PV and decision prior to the consideration of the QD application. That being the case, the assessment of the QD is undertaken on the presumption of the adoption of the PV. As such, the site is considered to be zoned Mixed Use, and the provisions of the Hobsonville Precinct Plan are in place.

With respect to the permitted baseline, as the PAUP and the Hobsonville Point Precinct Plan requires consent for the construction of new buildings there is no aspect of the permitted baseline that is expressly relevant.

There are no aspects of the existing or receiving environment that are considered to be relevant other than those consents listed in section 3.3 above. With this in mind, and disregarding effects on any persons who have provided written approval, the following effects are relevant to the proposal:

Positive Effects

It is considered that there are positive effects as a result of the development which include facilitating the future development of a physical resource for residential purposes consistent with HASHAA and the provision of dwellings with sustainability measures.

Adverse Effects on the Environment

In general, adverse effects have been addressed in the detailed assessments above with respect to the objectives and policies of the PAUP. In summary the following comments are made:

- The proposed development is acceptable in the context of the site and surrounding environment and will delivery on the aspirations of the Precinct Plan.

- The design and appearance of the dwellings are considered to be of high quality and will be an appropriate addition to the coastal context of the site. Furthermore, the dwellings respond sensitively to the adjacent heritage item of the 'Sunderland Hangar'.
- The dwellings will have suitable onsite amenity for future residents.
- The applicant has demonstrated that the proposal will be adequately serviced from an infrastructure perspective.
- The proposal will be able to access the existing private road network which is considered appropriate given the scale and form of the proposed dwellings until the network of roads anticipated by the precinct are delivered and upgraded in full.
- The dwellings will connect to an existing stormwater outlet, no additional effects are anticipated given the limited footprint of the proposed dwellings and given they are constructed of existing impermeable surface.
- The proposed earthworks can be appropriately managed to mitigate adverse effects, in particular on the adjacent sites and coastal environment by limiting noise and traffic effects, and managing silt and sediment and dust, to ensure that any effects will be less than minor and temporary in nature.

Effects Assessment Summary

Overall, and on balance, the proposed actual and potential effects are considered to be acceptable and can be supported from a resource management perspective.

7.7.2 Other Relevant Statutory Instruments

National Environmental Standard - s104(1)(b)(i)

The *NES for Assessing and Managing Contaminants in Soil to Protect Human Health* seeks to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed.

The applicant has provided both preliminary and detailed site investigations for the wider area of the 'The Landing'. However, they have identified that there would need to be more detailed investigations for the area of the proposed new dwellings.

These reports have been peer reviewed by Council Specialists Mr Aaron Graham and Mr Rob Burden and found to be acceptable. In particular, Mr Burden has advised that any adverse effects can be effectively mitigated and managed provided the draft management plan is updated and other recommended conditions are implemented.

I agree with these assessments and a number of conditions have been recommended and endorsed by the applicant to manage potential contamination effects.

New Zealand Coastal Policy Statement (NZCPS) - s104(1)(b)(iv)

The purpose of the NZCPS is to state policies in order to achieve the purpose of the RMA in relation to the coastal environment of New Zealand.

The New Zealand Coastal Policy Statement 2010 (NZCPS) provides direction in relation to the management of the coastal environment. The proposal is considered to be in accordance with these objectives and policies (where relevant) given the proposal is setback from the coastal edge and will be viewed as part of a wider built form once the wider precinct area of the landing is developed.

Hauraki Gulf Marine Park Act 2000 (HGMPA) - s104(1)(b)(iv)

For the coastal environment of the Hauraki Gulf, the HGMPA requires that sections 7 and 8 of that Act must be treated as a New Zealand coastal policy statement.

In respect of the HGMPA it is considered that the proposal is unlikely to result in any sediment laden water entering the marine environment given the scale and nature of the earthworks required to give effect to the development. Notwithstanding this a number of conditions have been recommended to minimise and avoid any potential effects.

Any other Matters and Relevant Operative Regional and District Plan – s104(1) (c) and 104(1)(b)(iv)

Auckland Council and government entered into the Auckland Housing Accord on the 3rd October 2013. Under section 10 and 11 of HASHAA, the Accord established Auckland Council as an authorised agency under the HASHAA, and outlines how Auckland Council will achieve the purpose of the HASHAA, and increase housing supply and affordability over the next three years. In exercising functions as an authorised agency, the Accord directs that any SHA is not subject to the operative RPS or any other operative district plan, and that applications for qualifying developments will be determined under the relevant provisions of the notified Proposed Auckland Unitary Plan. The provisions of an operative plan are a matter that regard must be had to, under section 34(1)(d)(i) of HASHAA. However, relatively little weight has been given to those provisions in light of the hierarchy of relevant matters described in section 34(1) and the Accord which is considered to be a relevant matter for consideration under s 104 of the RMA. Particularly relevant aspects of the operative plan have been identified and commented on where appropriate.

7.8 Key Urban Design Qualities (s34(1)(e))

The Urban Design Protocol identifies seven essential design qualities that together create quality urban design, being:

- *Context – Seeing buildings, places, and spaces as part of whole towns and cities*
- *Character – Reflecting and enhancing the distinctive character, heritage and identity of our urban environment*

- *Choice – Ensuring diversity and choice for people*
- *Connections – Enhancing how different networks link together for people*
- *Creativity – Encouraging innovative and imaginative solutions*
- *Custodianship – Ensuring design is environmentally sustainable, safe and healthy*
- *Collaboration – Communications and sharing knowledge across sectors, professions and with communities*

The proposal is considered to accord with the design qualities above for the following reasons:

- The proposal forms a modest part of the wider masterplan for the site. The design is considered to be of high quality and sensitive to the adjacent heritage items and coastal location.

7.9 Adequate Infrastructure

Resource consent for an activity cannot be granted unless there is sufficient and appropriate infrastructure provided to support the qualifying development (s34(2)-(3)).

As outlined above, the applicant has demonstrated that suitable provision has been made to ensure that infrastructure, including stormwater, potable water and wastewater and transport, is available to accommodate the six dwellings sought. Subject to compliance with conditions to ensure this infrastructure is delivered, this infrastructure is considered to meet the relevant Council and Infrastructure company standards for infrastructure. On this basis I am satisfied that the proposal meets the requirements of s34(2) and (3) of HASHAA with respect to infrastructure provision and consent may be granted.

7.10 Other Relevant Sections

7.10.1 Lapsing of Consent (s51)

Under section 51 HASHAA , this consent lapses 1 year after the date it is granted unless:

- a) The consent is given effect to; or
- b) The Council extends the period after which the consent lapses.

In this instance a 1 year is considered appropriate given the size and scale of the proposal.

7.10.2 Monitoring

The proposal will need to be monitored in accordance with the conditions specified in this report, and the requirements contained in the PAUP. It is considered that a condition should be included on the consent to ensure that a suitable deposit is required to allow

the monitoring of the consent, given the scale of the proposal this monitoring deposit should be set at \$750.00.

7.11 Recommended Conditions (s37)

The following groups of conditions are recommended to be included on the consent to ensure the works and information are appropriately secured and to manage any potential effects. The conditions have been grouped in the following broad topics:

- Construction and earthworks
- Contamination matters
- Urban Design in respect of materials, finishes and colours.
- Engineering plan approval conditions for stormwater, wastewater and water.
- Utility and servicing conditions in terms of all essential services being provided prior to occupation.

7.12 Sections 34 and 36 HASHAA overall analysis and recommendation

The above matters are subject to compulsory weighting set out in HASHAA. Having regard to that weighting, and on the basis of the evaluations above, the QD resource consent application is considered appropriate and should be approved with conditions.

In summary, the key reasons for this are:

1. The proposal is consistent with the purpose of HASHAA and the intent of Part 2 of the RMA.
2. The application is generally consistent with the PAUP and Proposed Hobsonville Precinct Plan Provisions;
3. Any actual and potential effects are acceptable from a resource management perspective;
4. The proposal is consistent with the Urban Design Protocol; and
5. Adequate infrastructure can be provided to support the QD.

The conditions of consent recommended are included at the end of this report as **Recommendation E**.

7.0 RECOMMENDATION AND CONDITIONS

Proposed Plan Variation

- 7.1 Recommendation A – Recommended Plan Provisions** – The concurrent plan variation and qualifying development are processed on a non-notified basis because the

applicant has obtained the written approvals of all adjacent landowners and infrastructure providers.

7.2 Recommendation B – Recommended Plan Provisions

The application to vary the Proposed Auckland Unitary Plan by Hobsonville Land Company Ltd at Hobsonville Landing, legally described as **Lot 2 DP 463057** made under s.61 HASHAA is **APPROVED WITH MODIFICATIONS** pursuant to s.71 HASHAA

The following Plan provisions shall be deemed Operative on the date of public notice of this decision (s.73 HASHAA) for the land as described above.

A “clean” set of the approved Plan Provisions, by zone, is attached to this recommendation as [Appendix x](#).

I605. Hobsonville Point Precinct

I605.1. Precinct Description

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

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

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

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

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

The Hobsonville Point Village Sub-precinct (Sub-precinct A) has some provision for

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

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

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

I605.2. Objectives

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

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

I605.3. Policies

Development

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

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

Built form

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

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

Historic heritage and public open spaces

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

Infrastructure

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

- (22) Require pedestrian and cycle links as generally indicated on Precinct plan 2 - Hobsonville Point features plan to allow for safe and efficient movements within the precinct.
- (23) Minimise the effects of off-site disposal of stormwater and wastewater through the use of sustainable infrastructure design.
- (24) Ensure development is consistent with the granted network discharge consent (or variation thereto) and integrated management plan.
- (25) Ensure that space and public access is available with The Landing Sub-precinct (Sub-precinct F) to integrate complementary and public transport facilities for:
 - ~~(26)~~ (a) the movement of ferry passengers and supporting facilities;
 - ~~(27)~~ (b) the efficient access, circulation and manoeuvring of buses servicing the Hobsonville ferry terminal; and
 - ~~(28)~~ (c) the provision of cycle parking within close proximity to the Hobsonville ferry terminal at all times.

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

I605.4. Activity table

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

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

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

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

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

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

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

Activity		Activity status
Use		
Commerce		
(A22)	Marine Retail	P
(A23)	Offices greater than 500m ² gross floor area per site	P
(A24)	Walkways, cycling facilities, bus access and circulation, bus stops and shelters	P
Development		
(A25)	Complete demolition or demolition of any part <u>more than 30%</u> of the frontage of existing buildings of historic value	NC
(A26)	New buildings and alterations and additions to buildings	RD
(A267)	Alterations to, or the demolition of no more than 30% of the front facade of existing buildings of historic value	<u>RD</u>
(A28)	Internal alterations to buildings	P

Subdivision	
(A279)	Subdivision
	RD

Note 1

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

Note 2

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

Note 3

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

Note 4

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

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

Note 5

‘Frontage’ has the same meaning as in Rule I605.6.7.2 For the avoidance of doubt, ‘demolition’ does not include the removal and replacement of cladding, roofing, doors, windows, gutters and spouting and the like.

I605.5. Notification

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

I605.6. Standards

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

All activities listed in Table I605.4.1, Table I605.4.2, Table H5.4.1 in H5 Residential - Mixed Housing Urban Zone , and Table H.6.4.1 in H6 Residential - Terrace Housing and Apartment Buildings Zone, as permitted or restricted discretionary activities must comply with the following standards. All subdivision that is a controlled, restricted discretionary or discretionary activity must comply with the standards I605.6.3, I605.6.5.8, I605.6.8, I605.6.9.1, I605.6.9.2, I605.6.10 and I605.6.10.1.

I605.6.1. Minimum and maximum density

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

Table I605.6.1.1 Density

Sub-precinct	Minimum number of dwellings	Maximum number of dwellings
Hobsonville Point Village Sub-precinct (Sub-precinct A)	274	NA
Buckley Sub-precinct (Sub-precinct B)	1080	1200

Sunderland Sub-precinct (Sub-precinct C)	592	1175
Residential - Mixed Housing Urban zone within the Airfields Sub-precinct (Sub-precinct D)	40 dwellings per hectare net*	150 dwellings per hectare net*
Catalina Sub-precinct (Sub-precinct E)	40 dwellings per hectare net*	150 dwellings per hectare net*

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

I605.6.2. Retail

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

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

I605.6.3. Stormwater management

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

I605.6.4. Residential – Mixed Housing Urban Zone

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

I605.6.4.1. Height in relation to boundary

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

I605.6.4.2. Yards

Purpose:

- Front yard: to provide a transition from the street to the front facade of the dwelling and ensure dwellings address the street where practicable.

- Side yard: a minimum on one side boundary to provide practical access to the rear of the site.
- Provides for garages or carports facing the street to be setback to ensure that parked cars do not overhang the footpath.

(1) The standards for yards in H5 Residential - Mixed Housing Urban Zone under Standard H5.6.8 apply except as specified in Table I605.6.4.2.1:

Table I605.6.4.2.1 Yards

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

(2) A garage or carport facing the street must be set back at least 0.5m from the dwelling frontage.

(3) The front of the garage or carport must not be between 1.5m and 5.5m from the front boundary of the site.

I605.6.4.3. Common walls

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

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

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

Purpose:

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

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

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

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

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

Sub-precinct/area	Maximum impervious area	Maximum building coverage	Minimum landscaped area
Buckley Sub-precinct (Sub-precinct B)	70% for detached housing*, or 85% for attached housing*	60% for detached housing, or 75% for attached housing	30% for detached housing, or 15% for attached housing
Sunderland Sub-precinct (Sub-precinct C)	80% for detached housing 85% for attached housing	55% for detached housing 65% for attached housing	15%
Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and, Airfields Sub-precinct (Sub-precinct D)	85%	65%	15%
Riparian yard – in all sub-precincts where a riparian yard exists	10%	NA	NA

I605.6.4.5. Outdoor Living Space

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

(1) The standards for outdoor living space in the Residential - Mixed Housing Urban apply except as specified in Table I605.6.4.5.1.

Table I605.6.4.5.1 Outdoor living space

Sub-precinct	Minimum area	Minimum dimensions
Buckley sub-precinct (Sub-precinct B)	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply.	The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply.
Sunderland Sub-precinct	18m ² for a 1 bedroom dwelling at ground level;	4m diameter circle for a 1 or 2 bedroom dwelling.

(Sub-precinct C)	<p>40m² for a 2 bedroom dwelling at ground level; 50m² for a 3 bedroom dwelling; or 60m² for a 4 bedroom dwelling.</p> <p>for small houses: 18m² for a 1 bedroom dwelling; or 25m² for a 2 bedroom.</p> <p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level; and b. entire dwellings above the ground level.</p> <p>Where a dwelling has the principal living room above ground level a balcony or terrace at least 8m²</p>	<p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level.</p> <p>Minimum depth of 2.4m for a above ground balcony or terrace.</p>
The Airfields Sub-precinct (Sub-precinct D), Hobsonville Point Village Sub-precinct (Sub-precinct A) and Catalina Sub-precinct (Sub-precinct E)	<p>18m² for a 1 bedroom dwelling; or 25m² for a 2 bedroom dwelling.</p> <p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. 3 or more bedrooms; b. principal living rooms above ground level; and c. entire dwellings located above ground level.</p>	<p>4m diameter circle for a one or more bedroom dwelling, or</p> <p>The standards for outdoor living space in the Residential - Mixed Housing Urban Zone apply to: a. principal living rooms above ground level; and b. entire dwellings above the ground level.</p>

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

1605.6.4.6. Fences

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

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

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

I605.6.4.7. Outlook space and building separation

Purpose:

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

Table I605.6.4.7.1 Outlook space and building separation

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

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

Note:

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

I605.6.4.8. Jointly owned access sites

- (1) Jointly owned access sites or rights of way must not exceed 5 per cent or one site, whichever is the greater, per development block.
- (2) A jointly owned access site or right of way must not serve more than four dwellings.

- (3) I605.6.4.8(1) and (2) do not apply to rear lanes that provide secondary access to properties with road frontage.

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

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

- (1) All new dwellings are designed to achieve a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems; and
- (4) All new dwellings are fitted with water efficient fixtures, to a minimum 3 Star standard (under the Water Efficiency Labelling Scheme (WELS)).
- (5) The minimum sizes for rainwater tanks (or bladders) in Table I605.6.4.9.1 and Table I605.6.4.9.2 apply to detached and attached housing in all sub-precincts.

(6) Table I605.6.4.9.1 All dwellings except apartments

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

* All attached houses to be 3000L max

(7) **Table H1.6.4.9.2 Apartments**

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

I605.6.4.10. Special height and frontage

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

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

Table I605.6.4.10.1 Special height and frontage matrix

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

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

I605.6.4.11. Garages

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

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

I605.6.4.12. Minimum dwelling size

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

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

I605.6.5. Terrace Housing and Apartment Buildings zone

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

I605.6.5.1. Building height

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

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

I605.6.5.2. Yards

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

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

Table I605.6.5.2.1 Yards

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

- (2) A garage or carport facing the street must be set back at least 0.5m from the dwelling frontage.

- (3) The front of the garage or carport must not be between 1.5m and 5.5m from the front boundary of the site.

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

Purpose:

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

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

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

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

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

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

I605.6.5.4. Outlook space

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

I605.6.5.5. Building separation

Purpose:

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

- (1) Attached housing and detached housing in the Sunderland and Catalina sub-precincts must be designed so that each external wall of the building is nominated with a primary outlook, secondary outlook or no outlook.
- (2) The minimum set-backs from site boundaries are set out in Table I605.6.5.5.1 and Table I605.6.5.5.2.
- (3) The outlook area may be over streets, public open spaces, shared access sites, and private lanes and parking areas.
- (4) Any building constructed directly adjacent to the primary or secondary outlook of a small house must not exceed a maximum height of two storeys.
- (5) The nominated outlooks and setback distances in Table I605.6.5.5.1 apply as separation distances between dwellings on the same site.

Table I605.6.5.5.1 Attached housing and detached housing*

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

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

Note:

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

therefore gain benefit from the outlook requirements of living spaces. If a kitchen is in a separate room, it must have at least one secondary outlook. Any other external walls not required to be nominated as either a primary or secondary outlook, may be nominated as no outlook wall. An outlook space may be used more than once for external walls of different spaces.

(6) Table I605.6.5.5.2 Apartments

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

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

Note 1

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

Note 2

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

I605.6.5.6. Fences

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

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

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

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

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

Table I605.6.5.7.1 Detached housing and attached housing

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

* All attached houses to be 3000L max

Table I605.6.5.7.2 Apartments

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

I605.6.5.8. Special height and frontage

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

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

I605.6.5.9. Height in relation to boundary

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

I605.6.5.10. Outdoor living space

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

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

I605.6.5.11. 4.Garages

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

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

I605.6.5.12. Minimum dwelling size

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

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

I605.6.5.13. Daylight

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

I605.6.6. Business - Mixed Use Zone

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

I605.6.6.1. Building height

Purpose:

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

Table I605.6.6.1.1 Height

Area (as shown on Precinct plans 6 and 7)	Average height for all new buildings	Maximum height for any single building
Development Area 4	21.5m (6 storeys) N/A	2732.5m (10 storeys)
Development Area 3	N/A	16.5m
All other areas Development Areas 1 and 2	8m (2 storeys)	13.5m (4 storeys)
Building A (Fabric Bay)	N/A	8m
Building B (Seaplane Hangar)	N/A	11m
Building C (Workshops)	N/A	8m
Building D (Painting Bay)	N/A	8m
Building E (GRP Building)	N/A	11m
Building F (Sunderland Hangar)	N/A	13.5

~~1605.6.6.2. Building setback at upper floors~~

~~Purpose: to ensure that buildings maximise sunlight access to streets, mitigate adverse wind effects and do not dominate the street.~~

~~(1) For any new building in Development Area 4 (as shown on precinct plans 6 and 7) over 21.5m or 6 storeys, the front of the building must be setback from the frontage by a minimum of 6m for those parts of the building which exceed 3 storeys (or 11m) in height.~~

~~(2) Frontage means a side of a building facing public open spaces (either in public or private ownership) including:~~

~~(d) roads;~~

~~(e) lanes;~~

~~(f) squares;~~

~~(g) parks and reserves; and~~

~~(h) esplanade reserves and esplanade strips.~~

~~1605.6.6.3. Maximum tower dimension~~

~~Purpose:~~

~~Ensure that high-rise buildings:~~

- ~~• are not bulky in appearance;~~
- ~~• provide adequate sunlight access to streets;~~
- ~~• provide adequate sunlight and outlook around buildings; and~~
- ~~• mitigate adverse wind effects.~~

~~(1) For any new building in Development Area 4 (as shown on precinct plans~~

~~6 and 7) which will exceed 21.5m or 6 storeys in height, the maximum plan dimension of that part of the building above 3 storeys (or 11m) must not exceed 35m.~~

~~(2) The maximum plan dimension is the horizontal dimension between the exterior faces of the two most separate points of the building.~~

I605.6.6.2.4. Yards

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

(1) Coastal protection yard.

(a) Buildings: 10m measured landwards from the top of the reclamation seawall.

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

I605.6.6.5. Landscaping

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

I605.6.6.6. Energy efficiency and non-potable water supply

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

- (1) All new dwellings are designed to achieve-a calculated or modelled Building Performance Index value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- (2) All new dwellings (excluding apartments), have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the Energy Efficiency and Conservation Authority Water Heating Assessment Tool.
- (3) All new buildings are fitted with water efficient fixtures, to a minimum 3 star standard (under the Water Efficiency Labelling Scheme (WELS)).

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

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

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

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

I605.6.8.1. Super site subdivision

- (1) Following the super site subdivision for one or more development blocks, the first resource consent for each approved development block must provide information:
 - (a) demonstrating compliance with the relevant street height and frontage;
 - (b) demonstrating complying private outdoor living space;

- (c) demonstrating complying solar access to outdoor living space including shadow diagrams;
- (d) nominating outlook types – primary, secondary and no outlook; and
- (e) showing building height, building type, access lanes, parking, site services.

I605.6.8.2. Vacant lot subdivision

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

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

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

I605.6.9.1. Esplanade reserves

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

I605.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I605.8. Assessment – restricted discretionary activities

I605.8.1. Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the

matters specified for the relevant restricted discretionary activities in the overlay zone, Auckland-wide provisions:

- (1) Restaurants and cafes up to 200m² gross floor area per site, retail, offices, commercial services, educational facilities, healthcare facilities:
 - (a) design, location and integration; and
 - (b) consistency with an approved comprehensive development plan where relevant.
- (2) Alterations and additions to buildings:
 - (a) design, location and integration.
- (3) New buildings:
 - (a) design, location and integration.
- (4) Subdivision:
 - (a) design, location and integration;
 - (b) Infrastructure; and
 - (c) transport.
- (5) All subdivision and development:
 - (a) sub-precinct specific criteria to the extent that:
 - (i) they are relevant to the location and scale of the development;
 - (ii) the criteria remain relevant given development already implemented;
 - (iii) consistency with the integrated catchment management plan and granted network discharge consent (or variation thereto); and
 - (iv) consistency with an approved Comprehensive Development plan (where relevant).
- (6) In addition to the above, for the Landing Sub-precinct (Sub-precinct F), consistency with the Hobsonville Point Precinct objectives and policies.

I605.8.2. Assessment criteria

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

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

I605.8.2.1. Design location and integration

- (1) All activities should implement and generally be consistent with precinct plans 1, 2, 6 and 7.
- (2) redevelopment, additions and alterations to buildings should complement the existing character, form and appearance of development and have regard to:
 - (a) the heritage values of the Hobsonville Point Precinct;
 - (b) the architectural and heritage elements of the building which contribute to its character, such as cladding and fenestration;
 - (c) the visual appearance of the development from the road and reserves;
and
 - (d) amenity values and neighbourhood character.
- (3) The design of buildings, driveways, parking and other development should complement the character of existing buildings and development, features and uses of adjoining land.
- (4) Landscape treatment should maintain and enhance the natural landscape character of adjoining land, the coast margin and views into the land from the Waitemata Harbour.
- (5) Buildings, driveways, parking and other development should be of suitable size, location and scale to accommodate the proposed activity.
- (6) Retail serving the local neighbourhood should be designed, developed and operated to:
 - (a) be easily accessible by walking, cycling and car;
 - (b) provide adequate cycle and car parking and infrastructure; and
 - (c) have an attractive street frontage, with buildings located on the street frontage providing generous display space serve the local neighbourhoods, rather than a wider area, recognising that the local centre within the Hobsonville Corridor Precinct is the focus for future retail and commercial development in the Hobsonville area.
- (7) Building design themes should achieve:
 - (a) a community that models sustainability, particularly the principles of passive solar design and walkable neighbourhoods;
 - (b) a character and appearance that will ensure a high standard of amenity values;

- (c) a design that avoids conflicts between activities within the relevant precinct and between that precinct and other precincts;
 - (d) maintenance and enhancement of existing airbase houses, hangers and other ex-airforce buildings through comprehensive development planning and heritage management plans;
 - (e) enhancement of existing airbase houses, hangers and other ex-airforce buildings that provides design integration with the intended surrounding development;
 - (f) a consistent and attractive streetscape character;
 - (g) variations in building footprints, form and style;
 - (h) articulation of any building facades which are visible from roads;
 - (i) access by windows of habitable rooms to sunlight, daylight and outlook;
 - (j) permeable fencing, except where residential activities need clear separation from non-residential activities; and
 - (k) incorporation of existing views and natural features around the sub-precincts, including the natural landscape qualities of the environment adjacent to the coastal esplanade reserve.
- (8) A comprehensive landscape theme should ensure that potential adverse effects of development are avoided, remedied or mitigated and that a high standard of amenity is achieved consistent with the overall existing or introduced environmental context.

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

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

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

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

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

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

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

- (1) Provision should be made for:
 - (a) open space sufficient to service the residential development in the sub-precinct;
 - (b) proposed park and ride, office or warehousing activities servicing marine activities in adjacent sub-precincts; and
 - (c) the retention, and adaptive re-use, of the hanger building.

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

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

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

- (2) The extent to which the development complies with the design assessment report of the Hobsonville Design Review Panel.

- (3) Development should be within a density range of between 40 to 150 dwellings per hectare net (excluding land used for public roads, public open space or any other land used for a non-residential activity).

1605.8.2.7. Landing Sub-precinct (Sub-precinct F)

- ~~(1) The extent to which buildings, including alterations and additions, are designed as a coherent scheme and demonstrate an overall design strategy that positively contributes to the visual quality of development.~~
- ~~(2) The extent to which the location and scale of new buildings would adversely affect the amenity value of the adjoining coastal environment, including views of the site from the harbour and over the site to the harbour as identified on Precinct plan 7—Landing Sub-precinct F buildings and views plan.~~
- ~~(3) Development should not adversely affect the historical, cultural or spiritual significance of the Landing Sub-precinct (Sub-precinct F) to iwi.~~
- ~~(4) Where the proposed development is an extension or alteration to an existing building, it should be designed with consideration to the architecture of the original building.~~
- ~~(5) New buildings adjoining or in close proximity to existing buildings of historic value:
 - ~~(a) should be located and designed to have regard to the identified historic elements and form of the building; and~~
 - ~~(b) should use materials and/or design details that respect rather than replicate any patterns or elements of the existing building.~~~~
- ~~(6) Development within development areas 3 and 4 should maintain continuous building frontages (i.e. in the manner of perimeter block frontages), a relatively solid appearance, and horizontal proportions.~~
- ~~(7) Within the development areas 1 and 2 development:
 - ~~(a) should be separated by frequent views, have a fine grain, and light appearance;~~
 - ~~(b) should result in the tops of the historic buildings being visible from the harbour and in particular:
 - ~~(i) any new building in the vicinity of the seaplane ramp shall maintain views to the Seaplane Hangar's parapet, and tops of the hangar doors, when viewed from the harbour;~~
 - ~~(ii) any new building in front of the Sunderland Hangar shall maintain some views to the distinctive curved roofline of the Sunderland Hangar, when viewed from the harbour (to avoid doubt, this~~~~~~

~~critterion does not require that the entire roofline is visible from all locations on the harbour);~~

~~(iii) any new building in front of the GRP building shall maintain views to the roofline if the GRP building from the harbour.~~

~~(8) In the event that a high rise building is built in Development Area 4 – the podium should be 3 storeys and maintain a building frontage consistent with the Sunderland Hangar and a tower portion above the three-storey level should:~~

~~(a) be designed to be seen from all sides (i.e. ‘in the round’) with no ‘back’ or ‘blank’ facades;~~

~~(b) have design quality suitable for this landmark location.~~

~~(9) For existing buildings of historic value:~~

~~(a) proposed works should be undertaken in accordance with good practice conservation principles and methods;~~

~~(b) proposed works should be undertaken in a manner that is based on a clear understanding of the historic character values of the building and this understanding should be informed by a Heritage Assessment;~~

~~(c) proposed works should maintain or enhance the historic character values of the building, including by:~~

~~(i) recovering or revealing the historic character values of the building;~~

~~(ii) complementing the form and fabric which contributes to, or is associated with, the historic character values of the building.~~

~~(10) New buildings should be located in a way which maintain or enhance the views identified on Precinct plan 7 – Landing Sub-precinct F buildings and views plan.~~

~~(11) Parking areas should be located in order of preference; within buildings, to the rear of buildings or separated from the street frontage by uses that activate the street, and visible, surface parking should be avoided.~~

~~(12) Parking areas and vehicle access ways should provide safe and efficient access for vehicles to the site and the ferry terminal.~~

~~(13) Shared pedestrian and vehicle access is appropriate for pedestrian connections / lanes and the identified internal vehicle circulation route within the site and the shared access should prioritise pedestrian movement.~~

- ~~(14) The internal pedestrian and vehicle circulation route should be aligned with the frontages of existing buildings of identified historic value.~~
- ~~(15) Pedestrian access should be maintained through the sub-precinct from the Launch Road staircase to the entrance of the Hobsonville ferry terminal.~~
- ~~(16) Space for bus access and circulation facilities should be provided for within the sub-precinct and as a guide, a bus stop should be located within 100m of the ferry terminal entrance.~~
- ~~(17) Development or subdivision should not compromise the continued safe and efficient operation of bus movements and public access to and from the Hobsonville ferry terminal.~~
- ~~(18) The development must be able to be adequately serviced by wastewater, stormwater, water supply, power, telecommunications and transport infrastructure.~~
- ~~(19) Provisions should be made for stormwater treatment in a way that does not detract from the unifying flat plane of the apron.~~
- ~~(20) Open spaces and pedestrian connections should be designed to be visually attractive and positively contribute to the streetscape and sense of place.~~
- ~~(21) The existing concrete apron's flat ground plane should be retained as a unifying element of the site (for instance by eschewing kerbs).~~
- ~~(22) A central open space should be located in front of the most prominent existing building of identified historic character (the Seaplane Hangar), is to be open to the seaplane ramp into the harbour, and is to command views along the seawall.~~
- ~~(23) Pedestrian connections should be publicly accessible, preferably with 24 hour a day and seven day a week access.~~
- ~~(24) Open spaces should provide a high level of pedestrian safety and prioritise pedestrian and cycle movement over vehicle and service traffic.~~
- ~~(25) Publicly accessible open spaces and pedestrian connections should be designed and managed to be accessible to people of all ages and abilities.~~
- ~~(26) Where provided, landscaping should:~~
- ~~(a) integrate the development into the surrounding area and complement the existing natural landscape character, including the natural character of the coast;~~

~~(b) maintain the personal safety of people and enhance pedestrian comfort; and~~

~~(c) be designed for on-going ease of maintenance.~~

~~(27) Building platforms, parking areas and vehicle entrances should be located and designed to respond to and integrate with existing landscape features and site orientation.~~

~~(28) The existing vegetated escarpment should remain as a unifying natural backdrop to the site.~~

~~(29) Where earthworks or retaining walls are required, they should be incorporated as a positive landscape or site feature by:~~

~~(a) integrating retaining walls as part of the building design;~~

~~(b) stepping and landscaping earthworks or retaining walls over 1m in height, to avoid dominance or overshadowing effects;~~

~~(30) Retention of mature trees is particularly encouraged where their size, location or species makes a significant contribution to the existing landscape character of the site.~~

~~(31) Any proposed vegetation removal should be off-set by the provision of new, native vegetation to ensure no overall net loss of on-site vegetation; and~~

~~(32) Development should maintain the amenity values of the coastal environment and natural landscape of the area.~~

~~(33) Subdivision building and development should be in general accordance with Hobsonville Point Precinct and Landing Sub-precinct (Sub-precinct F) objectives and policy.~~

1. Design and Integration

a. The extent to which development is in general accordance with:

- i. precinct plans 1, 2, 6 and 7 to the extent the respective plans are relevant to the scale of the development
- ii. the Hobsonville Point Precinct objectives and policies, where relevant to the scale and type of development.

b. The extent to which development within The Landing sub-precinct:

- i. Demonstrates a coherent overall design that creates an attractive urban node with a strong sense of place that incorporates, but is not limited to, the site's distinctive heritage
- ii. Respects the area's cultural and spiritual significance
- iii. Respects the history and heritage features of the former seaplane and flying boat base
- iv. Ensures new buildings complement, but do not replicate, the heritage buildings through attention to the characteristics of the heritage buildings
- v. Maintains the underlying plane of the concrete apron
- vi. Maintains the integrity of the vegetated escarpment as a legible inland

- backdrop
 - vii. Establishes a public open space, open to the harbour, in front of the Sunderland Hangar
 - viii. Establishes a minimum 10m wide coastal protection yard around the coastal perimeter of the apron, including a minimum 5m wide esplanade reserve, supported by active frontages facing the harbour
 - ix. Establishes a spatial and circulation hierarchy including main streets in front of the heritage buildings, the perimeter esplanade, and intimate secondary lanes
 - x. Prioritises pedestrian circulation ahead of vehicles
 - xi. Establishes attractive and fine-grained pedestrian circulation that is aligned with heritage frontages, and with views to the harbour
 - xii. Establishes buildings with active frontages at street level, and high quality architectural design that emphasises human presence.
 - xiii. Incorporates car parking within buildings in a way that does not compromise active and transparent frontages, minimises circulation by cars within The Landing, and screens the cars
 - xiv. Provides an efficient, legible and attractive transfer between buses and the ferry
 - xv. Is accessible and satisfies CPTED (crime prevention through environmental design) principles such as those published by the N.Z Department of Justice
 - xvi. Provides for treatment of stormwater runoff without compromising the otherwise flat plane of the apron
- c. For alterations or extensions to the heritage character buildings identified on Precinct Plan 7, the extent to which such works:
- i. Maintains or enhances heritage character
 - ii. Is in accordance with good practice conservation principles and methods
 - iii. Is based on an understanding of the heritage character values of the building, informed by a Heritage Assessment
- d. The extent to which development in Development Areas 1-3 (the apron in front of the hangars):
- i. Conveys a different, but complementary, appearance from the heritage buildings so that the heritage buildings are discernible as a distinct group
 - ii. Have a light appearance, in contrast to the more solid appearance of the heritage buildings, and are designed to be seen from all four sides ('in the round')
 - iii. Are aligned with the grid and frontages established by the heritage buildings
 - iv. Include gaps to frame views of the heritage buildings and backdrop escarpment from within the Landing and from the harbour – having particular regard to the view shafts depicted on Precinct Plan 7
 - v. Have a fine grain appearance (for instance modules in the order of 15m – 25m) that reflects the smaller heritage buildings and is subservient to the two hangars
 - vi. Are of such height as to maintain legibility of the Seaplane Hangar from the harbour (to avoid doubt, this does not mean that universal views are required of the hangar, but that there is sufficient visibility of such elements as the parapet and doors that the hangar's form is readily understood from a reasonable range of places on the harbour)
- e. The extent to which any building in Development Area 4:
- i. Has exceptional design quality suitable for this landmark location
 - ii. Is designed to be seen from all four sides (with the exception of those frontages otherwise concealed below the escarpment or by the Sunderland Hangar) including views from Harrier Point Park
 - iii. Continues the frontage line established by the Sunderland Hangar
 - iv. Maintains north-east views from Harrier Point Park to the escarpment in the vicinity of trig A5W8 and along Oruamo (Hellyers Creek)

- v. Establishes an appropriate scale relationship with the Sunderland Hangar so that a new building does not overwhelm or detract from the prominence of the hangar. Aspects that may help achieve an appropriate scale relationship include:
- A podium that is similar to (or lower than) the height of the Sunderland Hangar door (approximately 10.6m)
 - Separation between the buildings
 - A finely modulated and articulated façade in contrast to the simple form of the Sunderland Hangar
 - Complementary proportions between a new building and the Sunderland Hangar
 - Other design measures that reduce the apparent bulkiness of a new building or otherwise serve to establish and appropriate scale relationship with the Sunderland Hangar
- f. The extent to which it is demonstrated that any proposal that differs from the sub-precinct plans will result in a better quality outcome for the Hobsonville Point community.
- g. The extent to which the location and scale of new buildings would adversely affect the amenity value of the adjoining coastal environment, including views of the site from the harbour and over the site to the harbour as identified on Precinct plan 7.
- h. New buildings should be located in a way which maintain or enhance the views identified on Precinct plan 7.
- i. Parking areas should be located in order of preference; within buildings, to the rear of buildings or separated from the street frontage by uses that activate the street. Visible, surface parking should be avoided.
- j. Shared pedestrian and vehicle access is appropriate for pedestrian connections / lanes and the identified internal vehicle circulation route within the site. The shared access should prioritise pedestrian movement.
- k. Pedestrian access should be maintained through the sub-precinct from the Launch Road staircase to the entrance of the Hobsonville ferry terminal.
- l. Space for bus access and circulation facilities should be provided for within the sub-precinct.
- m. Development or subdivision should not compromise the continued safe and efficient operation of bus movements and public access to and from the Hobsonville ferry terminal.
- n. Provisions should be made for stormwater treatment in a way that does not detract from the unifying flat plane of the apron.
- o. Open spaces and pedestrian connections should be designed to be visually attractive and positively contribute to the streetscape and sense of place.
- p. Publicly accessible open spaces and pedestrian connections should be designed and managed to be accessible to people of all ages and abilities.
- q. Where provided, landscaping should:
- i. integrate the development into the surrounding area and complement the existing natural landscape character, including the natural character of the coast.
 - ii. maintain the personal safety of people and enhance pedestrian comfort
 - iii. be designed for on-going ease of maintenance.

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

I605.8.2.8. Transport

- (1) Development should be designed to integrate land uses with transport systems through an integrated transport assessment methodology for major trip generating activities and this should include provision for public transport within the precinct, between precincts, and beyond the Hobsonville Point precinct.
- (2) the council, Auckland Transport and New Zealand Transport Agency should be consulted.
- (3) A design theme for streets and public lanes should ensure well-connected, attractive and safe transport routes, with appropriate provision for:
 - (a) pedestrian, cycle and vehicle movements;

- (b) car parking;
 - (c) infrastructure services; and
 - (d) street tree planting and landscape treatment consistent with the overall existing or introduced environmental context.
- (4) The local road network should provide a highly inter-connected roading system so as to reduce trip distances and to improve local accessibility to community facilities, reserves, public transport facilities and retail activities.
 - (5) Provision should be made for public transport, including public transport facilities.
 - (6) Traffic generation from proposed activities should not create adverse effects on the:
 - (a) capacity of roads giving access to the site;
 - (b) safety of road users including cyclists and pedestrians;
 - (c) sustainability of the primary road network; activity and capacity; and
 - (d) neighbourhood character.
 - (7) Provision should be made for a pedestrian and cyclist network throughout the precinct, and linked to adjoining precincts including the Hobsonville village town centre, and beyond Hobsonville.

I605.8.2.9. Infrastructure

- (1) Roads should create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.
- (2) The street lighting theme should be consistent with wider Hobsonville air base precinct and with the overall existing or introduced environmental context.
- (3) The design of streets and public lanes should conserve land and encourages walkability by:
 - (a) using minimal dimensions for carriageways; and
 - (b) integrating service lines beneath footpaths or car parking bays.
- (4) Infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.

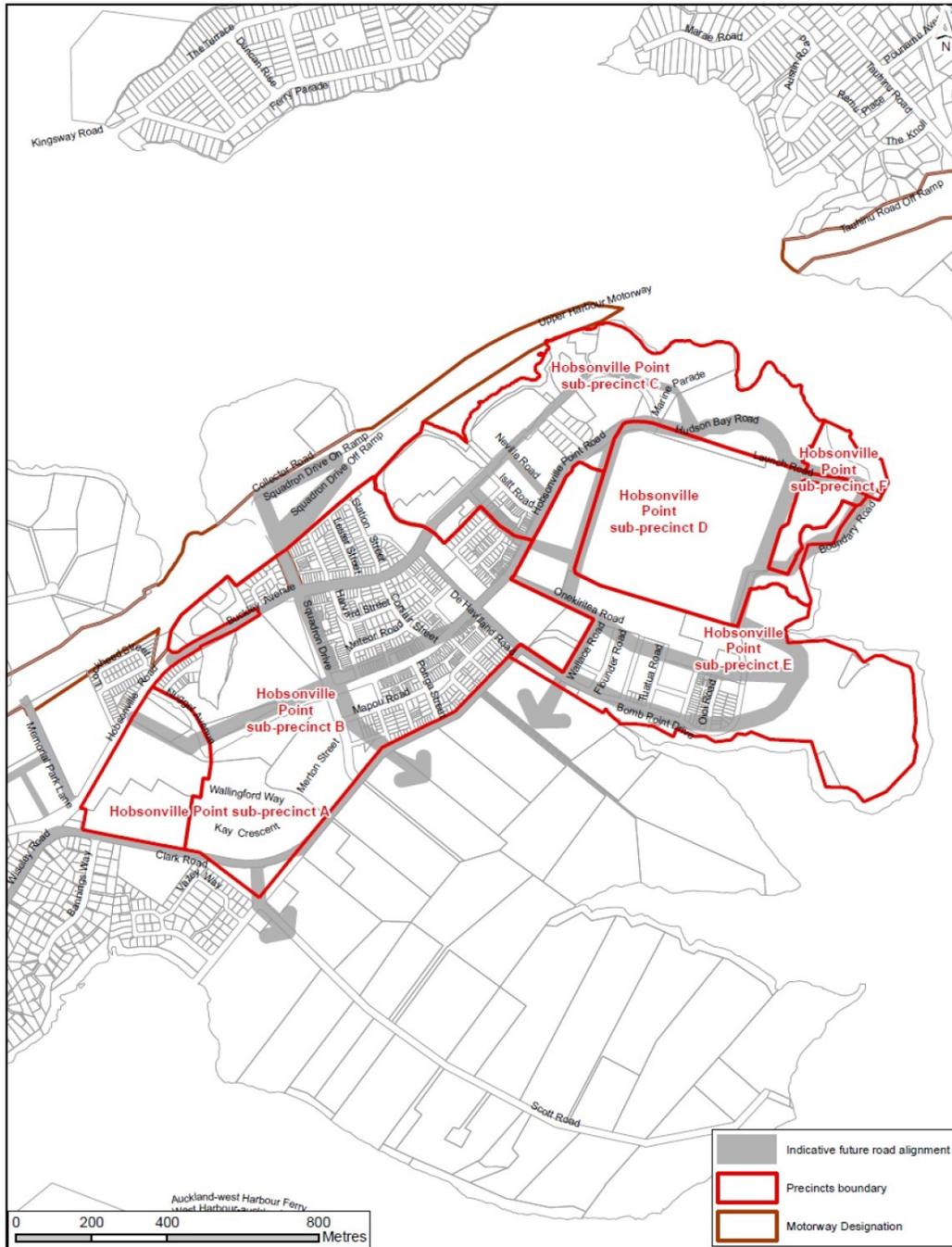
- (5) Infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment of water systems.
- (6) An integrated approach to stormwater management should be adopted for stormwater mitigation, with the emphasis being on water reuse and water sensitive design the reduction of stormwater generated from sites through reuse and an increase of permeable areas.
- (7) Consistency with the integrated catchment management plan and relevant network discharge consent.
- (8) Catchment wide stormwater management facilities such as wetlands and treatment ponds should only be used as a final form of treatment, not the primary form.
- (9) Stormwater retention and treatment facilities are to be designed to retain in-stream ecological values and added additional habitat where possible.
- (10) Development should retain, enhance and provide protection for riparian margins, coastal edges and esplanade reserves.
- (11) Public open spaces should be provided and developed so that they are:
 - (a) readily visible and accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
 - (b) located to provide visual relief, particularly in intensively developed areas;
 - (c) integrated with surrounding development;
 - (d) sized and developed according to community and neighbourhood needs;
 - (e) consistent with any current and/or proposed council parks strategy; and
 - (f) easy to maintain.
- (12) The coastal walkway and all other walkways should be designed to be:
 - (a) suitable and safe for regular pedestrian use;
 - (b) easily visible and accessible;
 - (c) located seaward of adjoining development; and
 - (d) linked to the public walkway and cycleway network.

I605.9. Special information requirements

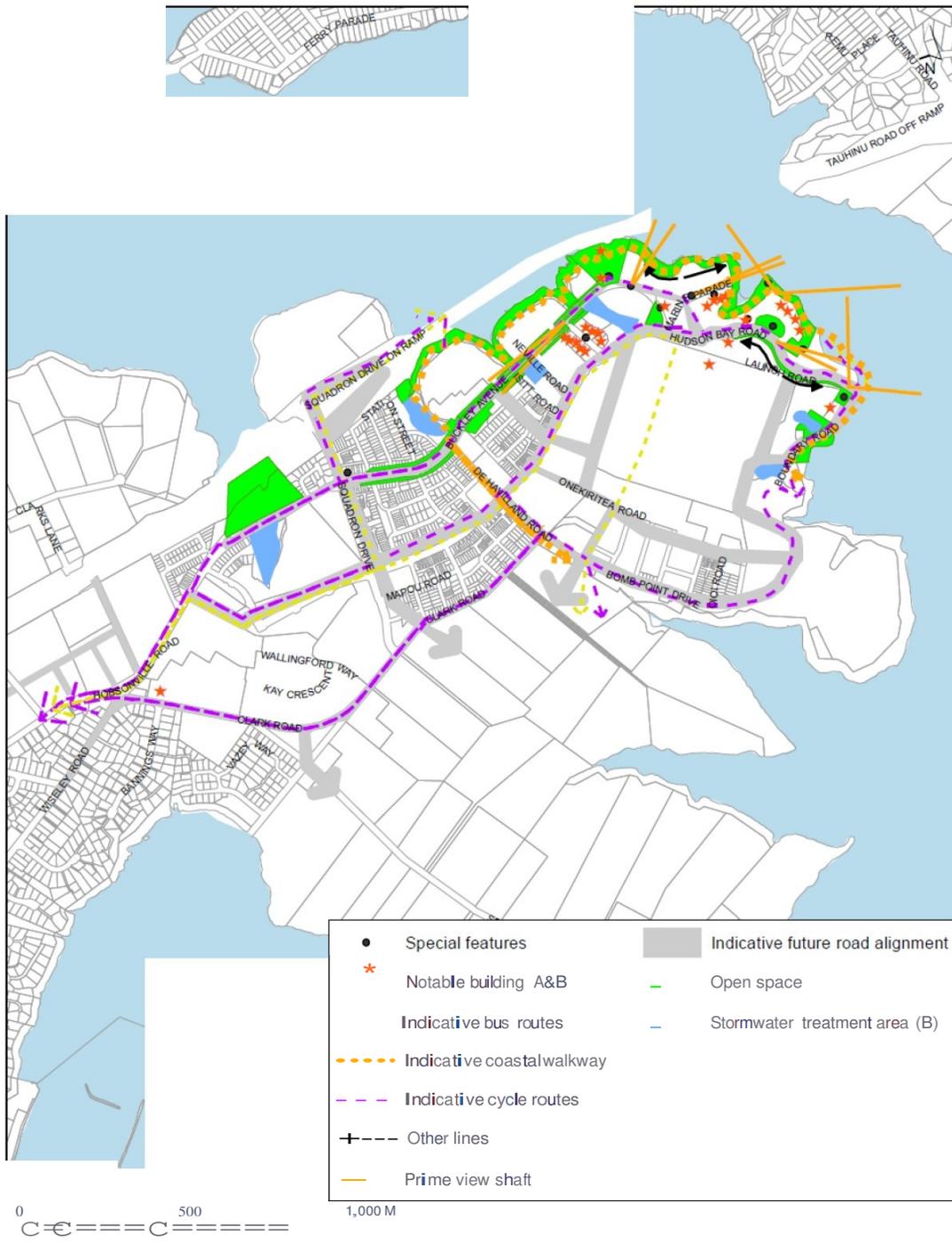
- (1) The special information requirements in the underlying zone and Auckland-wide provisions apply in this precinct. In addition, the following information requirements apply.
- (2) A resource consent application for any development must include a design assessment report from the Hobsonville Design Review Panel.
- (3) Applications for dwellings in Hobsonville Point Village Sub-precinct (Sub-precinct A), Catalina Sub-precinct (Sub-precinct E) and Sunderland Sub-precinct (Sub-precinct C) must include shadow diagrams demonstrating compliance with standard I605.6.4.5(2).

1605.10. Precinct plans

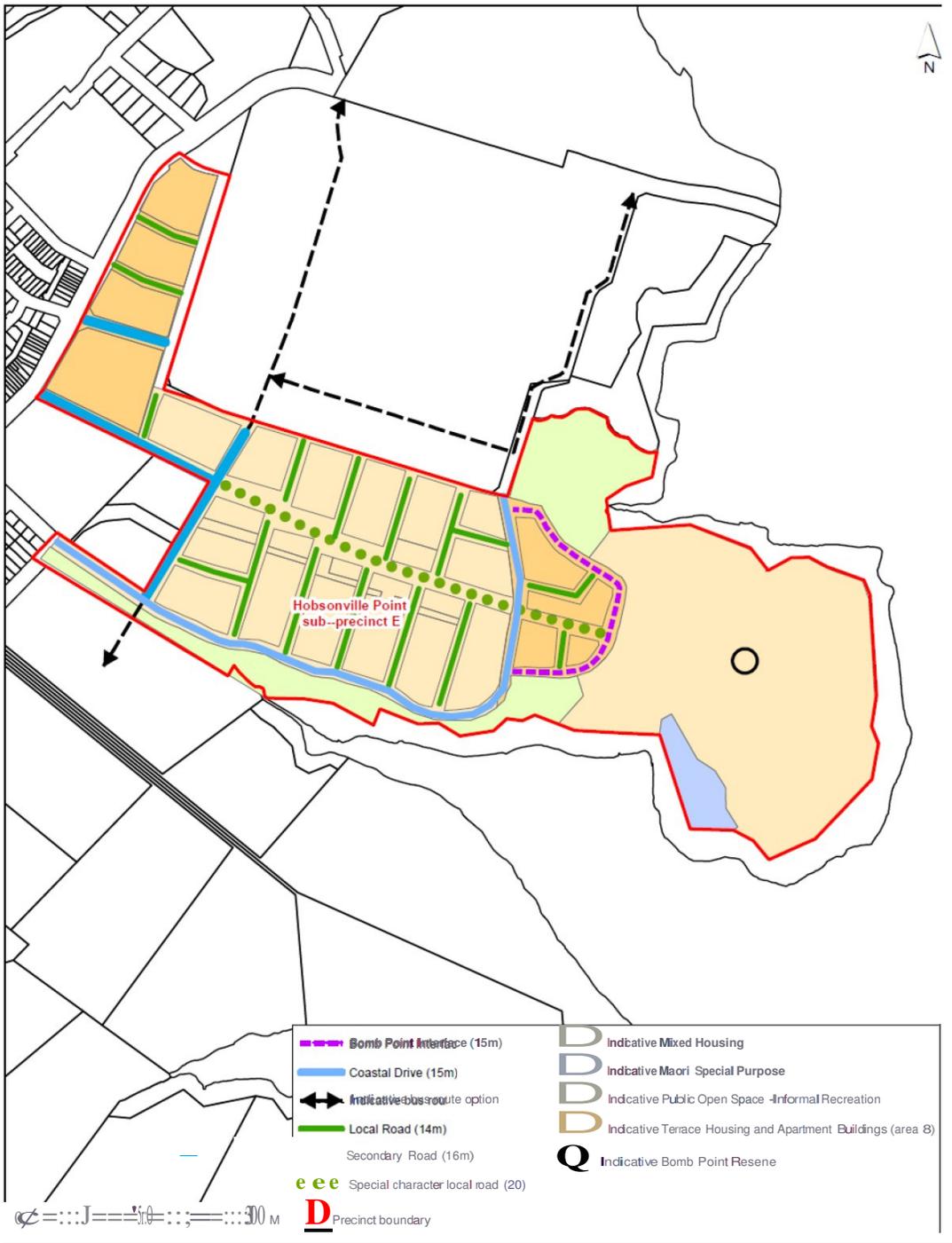
1605.10.1. Hobsonville Point: Precinct plan 1 - Hobsonville Point precinct plan



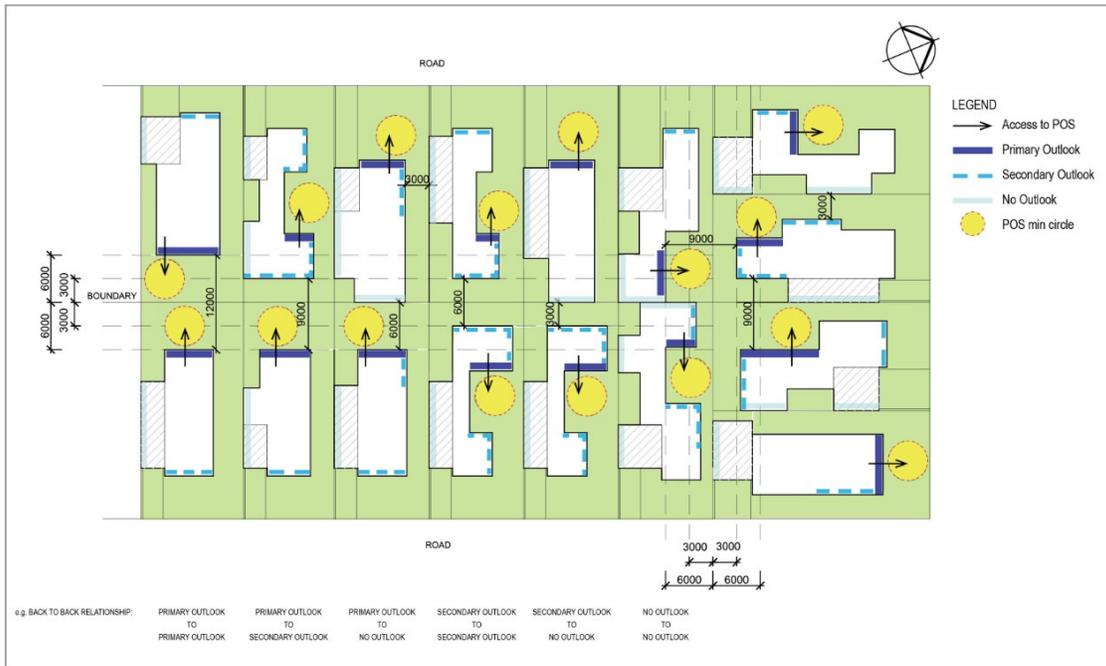
1605.10.2.Hobsonville Point: Precinct plan 2 - Hobsonville Point features plan



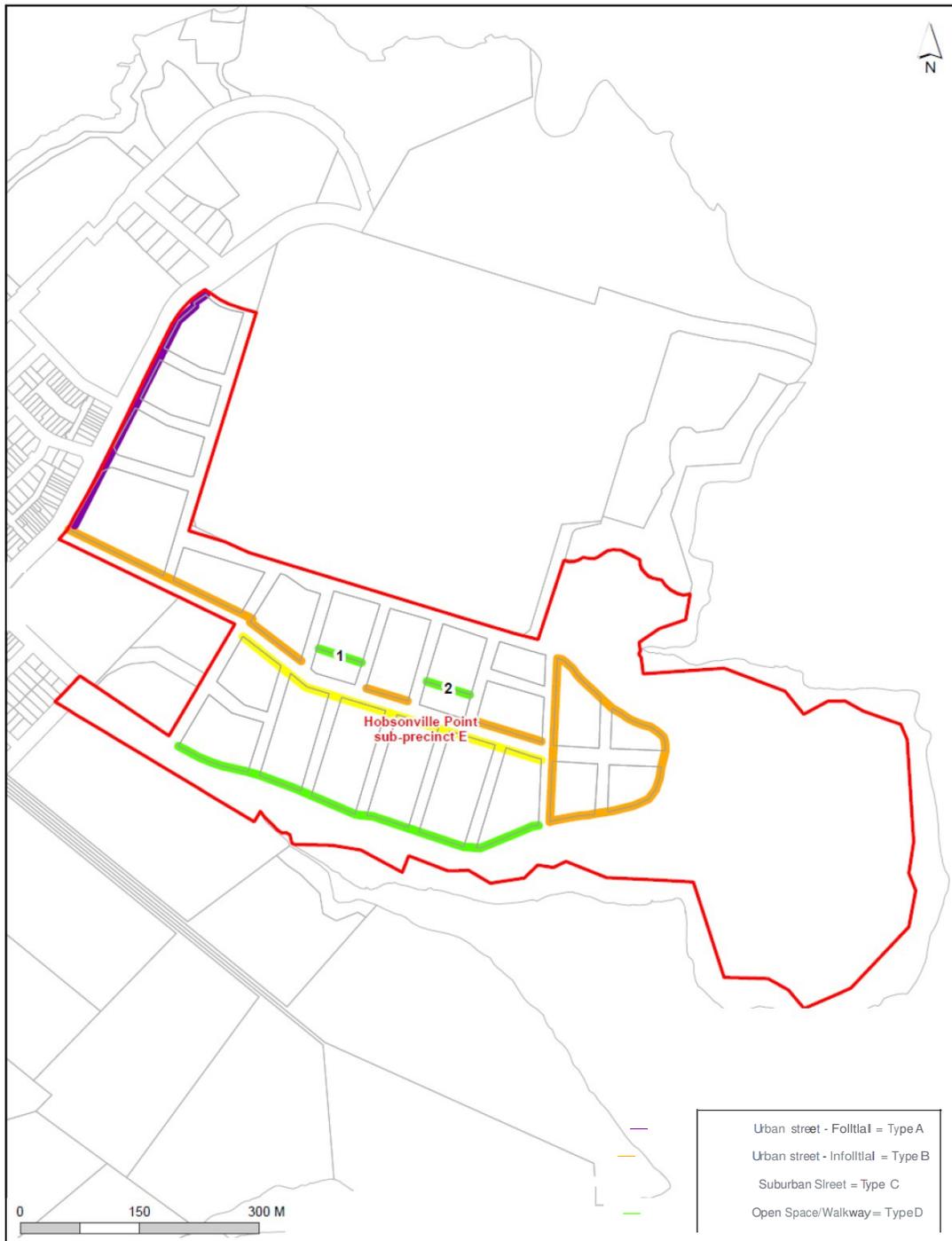
1605.10.3.Hobsonville Point: Precinct plan 3- Catalina Sub-precinct E



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



H1.10.5 Hobsonville Point: Precinct plan 5- Catalina Sub-precinct Especial height and frontage



H1.10.6 Hobsonville Point: Precinct plan 6- Landing Sub-precinct F connections, movement and public spaces plan



H1.10.7 Hobsonville Point: Precinct plan 7- Landing Sub-precinct F buildings and views plan



Resource Consent application(s) for Qualifying Development (Council Reference LUC-2016-1672)

7.3 Recommendation C – Recommended Resource Consent Decision and Conditions of Consent

It is recommended that under sections 34 to 38 HASHAA and also, as referred to in those sections, sections 104, 104B, of the RMA, consent is **granted** to the discretionary activity application by The Landing Holdings LP to authorise the construct of six two storey terraced dwellings with associated parking at The Landing, Hobsonville Point being Lot 2 DP 463057 and referenced by Council as LUC-2016-1672.

The reasons for this decision are as follows:

- a) The proposal is consistent with the purpose of HASHAA and the intent of Part 2 of the RMA;
- b) The application is consistent with the PAUP and Hobsonville Point Precinct Provisions;
- c) Any actual and potential effects are acceptable from a resource management perspective;
- d) The proposal is consistent with the Urban Design Protocol; and
- e) Adequate infrastructure can be provided to support the Qualifying Development.

7.4 Conditions of Consent

Under sections 37 HASHAA of the RMA, this consent is subject to the following conditions:

General Conditions

1. The construction of the six new terraced dwellings shall be carried out in accordance with the plans and all information submitted with the application, detailed below and referenced the Council as LUC-2016-1672.
 - Application Form, Assessment of Effects and appendices, titled 'Concurrent Qualifying Development Application for The Landing Plan Variation' prepared by Alex van Son of Planning Focus dated June 2016;

Reference number	Title	Architect	Date
<u>Architectural Drawings</u>			
RC-001 Rev A	Location Plan and Existing Site Plan	Cheshire Architects Ltd	16 May 2016
RC-002 Rev B	Masterplan – Overview	Cheshire Architects Ltd	16 May 2016
RC-003 Rev A	Masterplan – Roads & Public Space Diagram	Cheshire Architects Ltd	16 May 2016

RC-012 Rev B	Brownstones Proposed Ground Floor Plan	Cheshire Architects Ltd	16 May 2016
RC-013 Rev B	Brownstones Proposed Ground Floor Plan and First Floor Plan Unit Plans	Cheshire Architects Ltd	16 May 2016
RC-014 Rev B	Brownstones Proposed Cross Sections & Elevation	Cheshire Architects Ltd	16 May 2016
<u>Engineering Drawings</u>			
31222646-CE-003 Rev B	Stormwater Layout	Beca	10.03.14
3122646-CE-004 Rev B	Wastewater Layout	Beca	10.03.14
3122646-CE-005 Rev B	Water Supply Layout	Beca	10.03.14
3122646-CE-006 Rev B	Services Plan	Beca	10.03.14

- Specialist reports

Reference number	Title	Author	Date
Infrastructure Report	The Landing, Hobsonville – Infrastructure Review	Sam Hammond of Beca	14 June 2016

Lapse of Consent

2. Under section 51 of the Housing Accords and Special Housing Area Act (HASHAA) 2013, this consent lapses 1 year after the date it is granted unless:
 - The consent is given effect to; or
 - The Council extends the period after which the consent lapses.

Monitoring Charges

3. The consent holder shall pay the Council an initial consent compliance monitoring charge of \$750.00 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent.
4. The \$750.00 (inclusive of GST) charge shall be paid as part of the resource consent fee and the consent holder will be advised of the further monitoring charge or charges as they fall due. Such further charges are to be paid within one month of the date of invoice.

Advice Note:

Compliance with the consent conditions will be monitored by Council (in accordance with section 35(d) of the RMA). The initial monitoring charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc, all being work to ensure compliance with the resource consent. In order to recover actual and reasonable costs, inspections, in excess of those covered by the base fee paid, shall be charged at the relevant hourly rate applicable at the time. Only after all conditions of the resource consent have been met, will Council issue a letter on request of the consent holder.

Pre-commencement Meeting

5. Prior to the commencement of the construction and / or earthworks activity, the consent holder shall hold a pre-construction meeting that:
- a. is located on the subject site,
 - b. is scheduled not less than 5 days before the anticipated commencement of earthworks,
 - c. includes Team Leader, Western Monitoring, Resource Consenting and Compliance,
 - d. includes the Project Manager and the applicant's nominated representative,
 - e. includes representation from the contractors who will undertake the works.

The following information shall be made available at the pre-construction meeting:

- Timeframes for key stages of the works authorised under this consent
- Resource consent conditions
- Erosion and Sediment Control Plan for earthworks and building construction phases

Advice Note:

To arrange the pre-construction meeting please contact the Senior Compliance Advisor (HPO) on 373 6292 or email specialhousingarea@aucklandcouncil.govt.nz.

Detailed Site Investigation and Contamination Management Plan

6. Prior to the commencement of any works on site, the consent holder shall prepare and submit a finalised Detailed Site Investigation and an updated Contaminated Soils Management Plan to the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance) for approval in writing.

No earthworks activity on the subject site shall commence until confirmation is provided from the Council that the above Plans satisfactorily meets the requirements of Council, and all measures identified in the plans are put in place prior to commencement of works.

Engineering Plan Approval

7. Prior to the commencement of any construction work onsite the consent holder shall submit 2 hard copies and one PDF/CD version of complete engineering plans (including engineering calculations and specifications) to the Council (Principal Development Engineer, SHA Consenting, Natural Resources and Specialist Input), Resource Consenting and Compliance. Details of the Chartered Professional Engineer who shall act as the developer's representative for the duration of the development shall also be provided with the application for Engineering Plan Approval.

The engineering plans shall include but not be limited to the information regarding the following engineering works:

- Details of any services to be laid including pipes and other ancillary equipment to be vested in Council for water supply and wastewater disposal systems or any extensions off existing public wastewater lines. The water supply and wastewater disposal systems shall be designed in accordance with the Water and Wastewater Code of Practice for Land Development and Subdivision.
- The details of any abandonment of existing lines located within the footprint of the proposed dwellings.
- Details of any proposed upgrades of the existing water supply, stormwater and wastewater systems and approval from the relevant utility owner of the asset(s). In particular the stormfilter proposed to be installed at Outfall 5.
- Detailed design of the extension off the existing stormwater system and any existing lines that are proposed to be vested in Council as public stormwater assets. The stormwater system and devices shall be designed in accordance with the Auckland Council Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater.
- Approval from Council's Healthy Water Team and Watercare Services Limited for any structure located within 2 metres of a pipe or manhole.
- Information relating to gas, electrical or telecommunication reticulation including ancillary equipment.

As part of the application for Engineering Plan Approval, a Chartered Professional Engineer shall:

- Certify that the proposed stormwater system or devices proposed have been designed in accordance with the Auckland Council Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater
- Certify that all water supply and wastewater systems have been designed in accordance with the Water and Wastewater Code of Practice for Land Development and Subdivision, May 2015 prepared by Watercare Services Limited (WSL)
- Provide a statement that the proposed infrastructure has been designed with the long term operation and maintenance of the asset
- Confirm that all practical measures are included in the design to facilitate safe working conditions in and around the asset

Advice Note:

Any existing lines that are sought to be vested will need to be in accordance with the standards above and to the satisfaction of the relevant utility provider including the Council's Healthy Waters Team and Watercare. In addition, please note that Watercare will not accept public water lines/ assets on private land.

DEVELOPMENT IN PROGRESS CONDITIONS

Earthworks

8. The consent holder shall ensure there is no airborne or deposited dust beyond the subject site as a result of the earthworks and/or construction activity that in the opinion of the Team Leader, Western Monitoring, Resource Consenting and Compliance is noxious, offensive or objectionable.
9. The consent holder shall ensure all earthworks are managed to ensure that no debris, soil, silt, sediment or sediment-laden water is discharged beyond the subject site to either land, stormwater drainage systems, watercourses or receiving waters. In the event that a discharge occurs, works shall cease immediately and the discharge shall be mitigated and/or rectified to the satisfaction of the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance).

Construction

10. All construction and earthworks activities the subject of this consent shall comply with the New Zealand Standard 6803:1999 for Acoustics – Construction Noise, at all times.
11. To comply with this standard, the use of noise generating tools, motorised equipment, and vehicles that are associated with construction and/or earthworks activity on the subject site shall therefore be restricted to between the following hours:
 - ⇒ Monday to Saturday: 7:30am - 6:00pm
 - ⇒ Sundays or Public Holidays: no works

Advice Note:

Works may be undertaken outside these hours solely under the written approval of Team Leader, Western Monitoring, Resource Consenting and Compliance. This will only be granted under special circumstances, for example in the event of urgent stabilisation works or in the event of inclement weather preventing work Monday to Saturday. Any work outside these hours will be subject to the approval of any neighbouring residents or other affected parties as may be identified by the Team Leader, Western Monitoring, Resource Consenting and Compliance.

12. The consent holder shall ensure there shall be no obstruction of access to public footpaths, berms, private properties, public services/utilities, or public reserves resulting from the construction and/or earthworks activity on the subject site. All materials and equipment shall be stored within the subject site's boundaries.

Contamination

Approved Management Plans

13. All earthworks shall be carried out in accordance with the approved Contaminated Soils Management Plan, Beca Ltd, 23 June 2016 and any variations to the approved Contaminated Soils Management Plan, including variations necessitated by the results of the further Detailed Site Investigation required under condition 6, shall be approved in writing by the Team Leader Western Monitoring, Auckland Council.

Supervision and certification of contamination sampling

14. All sampling and testing of contamination on the site shall be overseen by a suitably qualified contaminated land professional. All sampling shall be undertaken in accordance with Contaminated Land Management Guidelines No. 5 Site Investigation and Analysis of Soils (Revised 2011).

Certification of Fill

15. Excess soil or waste materials removed from the site shall be deposited at a disposal site that holds a consent to accept material with the relevant level of contamination.
16. The consent holder shall ensure that the contamination levels of any imported soil/fill on site will comply with Auckland Council's clean fill criteria.

Contingency for Unexpected Material

17. Where contaminants are identified that have not been anticipated by the application, works in the area containing the unexpected contamination shall cease until the contingency measures outlined in the approved Contaminated Soils Management Plan have been implemented, and these measures have been notified to the Council (Team Leader Western Monitoring).

Advice Note:

In accordance with Condition 18 any unexpected contamination, may include contaminated soil, perched water, groundwater, or underground tanks. The consent holder is advised that where unexpected contamination is significantly different in extent and concentration from that anticipated in the original site investigations, handling the contamination may be outside the scope of this consent. Advice should be sought from the Team Leader Western Monitoring, Auckland Council, prior to carrying out any further work in the area of the unexpected contamination to ensure this is within the scope of this consent.

Dust Management

18. During the earthworks activity, the consent holder shall ensure all necessary action are taken to prevent dust generation and sufficient water shall be available to dampen exposed soil, and/or other dust suppressing measures shall be available to avoid dust formation. The consent holder shall ensure that dust management during the earthworks generally complies with the Good Practice Guide for Assessing and Managing the Environmental Effects of Dust Emissions, MfE (2001).

Site Validation Report

19. Within 3 months of the completion of earthworks on the site, a Site Validation Report shall be provided to the Council (Team Leader Western Monitoring). The Site Validation Report shall be prepared by a suitably qualified and experienced contaminated land professional in accordance with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health and Schedule 13 (A5) of the Auckland Council Regional Plan: Air, Land and Water (ACRP:ALW).

The Site Validation Report shall meet the requirements of the Contaminated Land Management Guidelines, Reporting on Contaminated Sites in New Zealand, Ministry for the Environment, 2011.

The person preparing the report shall also provide a statement certifying that all works have been carried out in accordance with the requirements of the consent.

Advice Note:

The Site Validation Report required by Condition 19 should contain sufficient detail to address the following matters:

- *a summary of the works undertaken, including a statement confirming whether the excavation of the site has been completed in accordance with the approved Contaminated Soils Management Plan*
- *the location and dimensions of the excavations carried out, the volume of soil excavated, including a relevant site plan*
- *details and results of any testing undertaken and interpretation of the results in the context of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health*
- *copies of the disposal dockets for the material removed from the site*
- *records of any unexpected contamination encountered during the works, if applicable*
- *details regarding any complaints and/or breaches of the procedures set out in the Contaminated Soils Management Plan and the conditions of this consent*
- *conditions of the final site ground surface and details of the validation sampling undertaken on materials re-used on site*
- *a description of additional monitoring undertaken*

Buildings and Urban Design

20. Prior to the commencement of works above the foundation level full details of the following matters shall be submitted for approval in writing to the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance in consultation with Council's Urban Designer):

- External materials, finishes and colours to ensure the details are suitable for the coastal location and adjacent to the heritage item of the 'Sunderland Hangar';
- Bin store Location and design to screen the bins for each dwelling;
- Cycle Parking provision; and
- Final Eastern and Western elevations in particular the need to provide additional glazing or façade treatment to break up these elevations.

The development shall then be built in accordance with the approved details above to the satisfaction of the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance).

21. The consent holder shall ensure all heat pump, air conditioning units and refuse storage areas shall be screened from public views and from private inside and outside living areas.

Sustainable Design

22. At the building consent stage for each dwelling, the consent holder shall demonstrate that the following methods and specific requirements are adopted and met in full for the dwelling, to the satisfaction of the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance):

- b. A calculated or modelled BPI value at 1.2 or lower using an acceptable method for calculating compliance with H1 of the New Zealand Building Code.
- c. All dwellings have a solar or heat pump hot water system installed, or an alternative system that achieves a minimum of 5.5 stars applying the EECA Water Heating Assessment Tool.
- d. Fitted with water efficient fixtures, to a minimum 3 Star standard (under the Water Efficiency Labelling Scheme (WELS)).

Infrastructure

Water Supply

23. Prior to the occupation of the dwellings private connections shall be supplied and laid to the public water supply system for the new dwellings, in accordance with the

approved engineering plans under condition 7.

24. The consent holder shall complete a successful pressure test for all new water mains prior to the connection to the existing public water supply reticulation system to the satisfaction of the Council. Evidence of undertaking a successful pressure test for new water mains in accordance with the Water and Wastewater Code of Practice for Land Development and Subdivision, May 2015 prepared by Watercare Services Limited shall be supplied prior to the occupation of the dwellings.
25. An Engineering Completion Certificate certifying that all public water pipes and individual water supply connections have been constructed in accordance with the approved Engineering Plans and the Water and Wastewater Code of Practice for Land Development and Subdivision, May 2015, prepared by Watercare Services Limited shall be provided prior to the occupation of the dwellings.

Advice Note:

The connections for all the dwellings to the Watercare supply main should be designed and constructed in accordance with Watercare Ltd's (WSL) "Standards" and be made by a Water Care Services Ltd approved contractor. For details, please contact Water Care Services and under future building consent for new buildings and for the retaining walls part of the subdivision, retaining walls shown within 2m from the 'existing' mains require approval from Watercare.

Wastewater

26. Prior to occupation of the dwellings all necessary pipes and ancillary equipment shall be supplied and laid to construct a new public wastewater extension to service each dwelling in accordance with the engineering plans approved under condition 7 above.
27. Prior to the occupation of the dwellings, an Engineering Completion Certificate certifying that all public wastewater pipes and individual wastewater connections have been constructed in accordance with the approved Engineering Plan and the Water and Wastewater Code of Practice for Land Development and Subdivision, May 2015 prepared by Watercare Services Limited shall be provided prior to the occupation of the dwellings.

Advice Notes:

1. *Note that a minimum of 1.2m gravity fall is required from soffit of the public wastewater drain and lowest floor level. All levels are in terms of the Lands & Survey Auckland Datum, 1946.*
2. *The connections for all the dwellings to the Watercare supply main should be designed and constructed in accordance with Watercare Ltd's (WSL) "Standards" and be made by a Water Care Services Ltd approved contractor. For details, please contact Water Care Services.*

Stormwater

28. Prior to occupation of the dwellings all necessary pipes and ancillary equipment shall be supplied and laid to upgrade and extend the existing and proposed public stormwater system to service each dwelling in accordance with the approved engineering plans under condition 7.
29. Prior to the occupation of the dwellings, an Engineering Completion Certificate certifying that all public stormwater pipes and individual stormwater connections have been constructed in accordance with the approved Engineering Plan and the Auckland Council Code of Practice for Land shall be provided to the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance).
30. Prior to the occupation of the dwellings, the consent holder shall undertake video inspections of all public stormwater pipes and as-built plans for all public and individual private stormwater lines shall be supplied to the Council (Team Leader, Western Monitoring, Resource Consenting and Compliance). The video inspections shall be carried out within one month prior to the lodgement of the information.

Advice Note:

Building consent will be required for this work.

Network Utility Services

31. Prior to the occupation of the dwellings power and telephone services shall be installed underground within the boundaries of each dwelling.

The consent holder shall supply to Council (Team Leader, Western Monitoring, Resource Consenting and Compliance), completion certificates from the utility service providers and certified 'as-built' giving locations of all plinths, cables and ducts.

7.5 Advice Notes

1. *The consent holder shall obtain all other necessary consents and permits, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004. Please note that the approval of this resource consent, including consent conditions specified above, may affect a previously issued building consent for the same project, in which case a new building consent may be required.*
2. *A copy of this consent should be held on site at all times during the establishment and construction phase of the activity. The consent holder is requested to notify Council, in writing, of their intention to begin works, a minimum of seven days prior to*

commencement. Such notification should be sent to the Team Leader, Western Monitoring, Resource Consenting and Compliance and include the following details:

- name and telephone number of the project manager and the site owner;
 - site address to which the consent relates;
 - activity to which the consent relates; and
 - expected duration of works.
3. The granting of this resource consent does not in any way allow the applicant to enter and construct drainage within neighbouring properties, without first obtaining the agreement of all owners and occupiers of said land to undertake the proposed works. Any negotiation or agreement is the full responsibility of the applicant, and is a private agreement that does not involve Council. Should any disputes arise between the private parties, these are civil matters which can be taken to independent mediation or disputes tribunal for resolution. It is recommended that the private agreement be legally documented to avoid disputes arising. To obtain sign-off for the resource consent, the services described by the conditions above are required to be in place to the satisfaction of Council.

Report prepared by: Ila Daniels – Lead Project Planner, Resource Consents Project Management
Alina Wimmer, Development Programme Manager
Development Program Office (HPO)

Signed:



Date:

13th September 2016

13th September 2016

Report peer reviewed by:

Janine Bell, Independent Commissioner

Signed:



Date: 15th September 2016

Delegated Decision Maker:

Acting under delegated authority, and for the reasons set out in the above assessment and adopting the recommendations above, the application for plan variation at Hobsonville Point Precinct and the concurrent qualifying development (Council Reference LUC-2016-1672) is **approved**.

Name: Colin Hopkins

Title: Lead Project Planner, Resource Consents Project Management

Signed:



Date: 16th September 2016
