

Auckland Unitary Plan Operative in part

PROPOSED PLAN CHANGE 5

Whenuapai

Public notification: 21 September 2017

Close of submissions: 19 October 2017

This is a council initiated plan change

In accordance with Section 86B (3) of the RMA the proposed plan change rules in chapter L have immediate legal effect.

Explanatory note – not part of proposed plan change

The proposed changes to the Auckland Unitary Plan seek to rezone approximately 360 hectares of mostly Future Urban zoned land to a mix of business and residential zones.

As well as the proposed zoning changes there are proposed text changes to the following sections of the Auckland Unitary Plan Operative in Part:

- Chapter I Precincts – inclusion of a new precinct I616 Whenuapai 3 Precinct
- Chapter L Schedule - 14.1 Table 1 Places, 14.1 Table 2 Areas, 14.2.13 Clarks Lane Historic Heritage Area.
- Chapter M Appendices - Appendix 17.

There are proposed additions to the Historic Heritage Overlay. These changes have immediate legal effect from notification date.

There are proposed changes to the control map, the Storm Water Management Area Flow Control -1 (SMAF-1) is added to the plan change area.

Plan change provisions

Note:

Amendments proposed by this proposed plan change to the Auckland Unitary Plan are shown on the Unitary Plan GIS Viewer - "Appeals and Plan Modification" layer and are symbolised with a black hatching.

Proposed Whenuapai Plan Change: Text Changes to the Auckland Unitary Plan (Operative in Part)

Addition to Chapter I Precincts West

I616. Whenuapai 3 Precinct

I616.1. Precinct Description

The Whenuapai 3 Precinct is located approximately 23 kilometres northwest of central Auckland. Development in the Whenuapai 3 Precinct will enable an increase in housing capacity and provide employment opportunities through the efficient use of land and infrastructure.

The purpose of the precinct is for the area to be developed as a liveable, compact and accessible community with a mix of high quality residential and employment opportunities, while taking into account the natural environment and the proximity of Whenuapai Airbase.

Development of this precinct is directed by Whenuapai 3 Precinct Plans 1, 2 and 3.

Whenuapai 3 Precinct Plan 1 shows:

- indicative open space, esplanade reserves and coastal esplanade reserves;
- the permanent and intermittent stream network, including streams wider than three metres; and
- the Whenuapai 3 coastal erosion setback yard.

Whenuapai 3 Precinct Plan 2 shows:

- indicative new roads and intersections;
- proposed upgrades to existing roads and intersections; and
- development areas for transport infrastructure.

Whenuapai 3 Precinct Plan 3 shows:

- aircraft engine testing noise boundaries from engine testing activity at Whenuapai Airbase.

Integration of Subdivision and Development with Infrastructure

The comprehensive and coordinated approach to subdivision, use and development outlined in the precinct reflects the size and significant amount of infrastructure required to enable subdivision and development. Funding of all required infrastructure is critical to achieving the integrated management of the precinct. The primary responsibility for funding of local infrastructure lies with the applicant for subdivision and/or development. The council may work with developers to agree development funding agreements for the provision of infrastructure, known as Infrastructure Funding Agreements. These agreements define funding accountabilities, who delivers the works, timings and securities, amongst other matters.

Transport

Whenuapai 3 Precinct is split into five areas, 1A-1E, based on the local transport infrastructure upgrades required to enable the transport network to support development in the areas. These upgrades are identified in Table I616.6.2.1 and are required be in

place prior to development going ahead. The cost of these transport infrastructure upgrades are to be proportionally shared across each area as development progresses. If these upgrades are not in place prior to development occurring developers are able to provide an alternative measure for the provision of the upgrade works. This may include an agreement with the council to ensure that the local share of the upgrade works attributable to the development is provided for. This could include an Infrastructure Funding Agreement or some alternative funding mechanism.

Where there is an Auckland Transport project to provide the new or upgraded roads, developers may be required to contribute to it in part. Where a development proceeds ahead of an Auckland Transport project, the developer is required to work with Auckland Transport to ensure that the Auckland Transport project(s) is not precluded by the development.

Neighbourhood Centre

A neighbourhood centre is proposed on the corner of Hobsonville Road and the proposed realigned Trig Road. Service access and staff parking are provided at the rear of the development to encourage the continuity of retail frontages. Pedestrian linkage to the centre is provided at the intersection of Hobsonville Road and the realigned Trig Road.

Stormwater Management

Stormwater management within the precinct is guided by the Whenuapai 3 Precinct Stormwater Management Plan (2017). This assessment has identified that the streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. As part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 have been applied to the precinct.

Coastal Erosion Risk

The precinct area includes approximately 4.5 km of cliffed coastline. The precinct manages an identified local coastal erosion risk based on the area's geology and coastal characteristics. A coastal erosion setback yard is used to avoid locating new buildings in identified areas of risk.

Biodiversity

The North-West Wildlink aims to create safe, connected and healthy habitats for native wildlife to safely travel and breed in between the Waitakere Ranges and the Hauraki Gulf Islands. The precinct recognises that Whenuapai is a stepping stone in this link for native wildlife and provides an ability to enhance these connections through riparian planting.

Open Space

An indicative public open space network to support growth in the precinct is shown on Whenuapai 3 Precinct Plan 2. This will generally be acquired at the time of subdivision. A network of public open space, riparian margins and walking and cycling connections is

proposed to be created as development proceeds. Development is encouraged to positively respond and interact with the proposed network of open space areas.

Reverse Sensitivity Effects on Whenuapai Airbase

The Whenuapai Airbase is located at the northern edge of the Whenuapai 3 Precinct boundary. While the airbase is outside of the precinct boundary it contributes to the precinct's existing environment and character. The airbase is a defence facility of national and strategic importance. Operations at the airbase include maritime patrol, search and rescue, and transport of personnel and equipment within New Zealand and on overseas deployments. Most of the flying activity conducted from the airbase is for training purposes and includes night flying and repetitive activity.

The precinct manages lighting to ensure safety risks and reverse sensitivity effects on the operation and activities of the airbase are avoided, remedied or mitigated.

Any future subdivision, use and development within the precinct will need to occur in a way that does not adversely effect on the ongoing operation of the airbase.

Aircraft Engine Testing Noise

The aircraft that operate out of Whenuapai Airbase are maintained at the airbase. Engine testing is an essential part of aircraft maintenance. Testing is normally undertaken between 7am and 10pm but, in circumstances where an aircraft must be prepared on an urgent basis, it can be conducted at any time and for extended periods.

Whenuapai 3 Precinct Plan 3 shows 57 dB L_{dn} and 65 dB L_{dn} noise boundaries for aircraft engine testing noise. The noise boundaries recognise that engine testing is an essential part of operations at Whenuapai Airbase and require acoustic treatment for activities sensitive to noise to address the potential reverse sensitivity effects that development within the precinct could have on those operations.

Zoning

The zoning of the land within this precinct is Residential – Single House, Residential – Mixed Housing Urban, Residential – Terrace Housing and Apartment Buildings, Business – Light Industry, Business – Neighbourhood Centre, Open Space – Informal Recreation, Open Space – Conservation and Special Purpose – Airports and Airfields zones.

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

I616.2. Objectives

- (1) Subdivision, use and development in the Whenuapai 3 Precinct is undertaken in a comprehensive and integrated way to provide for a compatible mix of residential living and employment opportunities while recognising the strategic importance of Whenuapai Airbase.
- (2) Subdivision, use and development achieves a well-connected, safe and healthy environment for living and working with an emphasis on the public realm including parks, roads, walkways and the natural environment.

Integration of Subdivision and Development with the Provision of Infrastructure

- (3) Subdivision and development does not occur in advance of the availability of transport infrastructure, including regional and local transport infrastructure.
- (4) The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area.
- (5) Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks for the wider Whenuapai 3 Precinct area.

Transport

- (6) Subdivision and development implements the transport network connections and elements as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.

Development in the Neighbourhood Centre Zone

- (7) Development in the Neighbourhood Centre Zone:
 - (a) is coordinated and comprehensive;
 - (b) has active frontages facing the street; and
 - (c) promotes pedestrian linkages.

Stormwater Management

- (8) Through subdivision, use and development, implement a stormwater management approach that:
 - (a) is integrated across developments;
 - (b) avoids new flood risk;
 - (c) mitigates existing flood risk;
 - (d) protects the ecological values of the receiving environment;
 - (e) seeks to mimic and protect natural processes; and
 - (f) integrates with, but does not compromise the operation of, the public open space network.

Coastal Erosion Risk

- (9) New development does not occur in areas identified as subject to coastal erosion, taking into account the likely long-term effects of climate change.

Biodiversity

- (10) Subdivision, use and development enhance the coastal environment, biodiversity, water quality, and ecosystem services of the precinct, the Waiarohia and the Wallace Inlets, and their tributaries.

Open Space

- (11) Subdivision, use and development enable the provision of a high quality and safe public open space network that integrates stormwater management, ecological, amenity, and recreation values.

Reverse Sensitivity Effects on Whenuapai Airbase

- (12) The lighting effects of subdivision, use and development on the operation and activities of Whenuapai Airbase are avoided, remedied or mitigated.

Aircraft Engine Testing Noise

- (13) The adverse effects of aircraft engine testing noise on activities sensitive to noise are avoided, remedied or mitigated at the receiving environment.

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

I616.3. Policies

- (1) Require subdivision, use and development to be integrated, coordinated and in general accordance with the Whenuapai 3 Precinct Plans 1 and 2.
- (2) Encourage roads that provide for pedestrian and cycle connectivity alongside riparian margins and open spaces.
- (3) Encourage high quality urban design outcomes by considering the location and orientation of buildings in relation to roads and public open space.

Integration of Subdivision and Development with the Provision of Infrastructure

- (4) Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.
- (5) Avoid, remedy or mitigate the adverse effects, including cumulative effects, of subdivision and development on the existing and future infrastructure required to support the Whenuapai 3 Precinct.
- (6) Require the provision of infrastructure to be proportionally shared across the precinct.

- (7) Require subdivision and development to provide the local transport network infrastructure necessary to support the development of the areas 1A-1E shown in Whenuapai 3 Precinct Plan 2.

Transport

- (8) Require the provision of new roads and upgrades of existing roads as shown on Whenuapai 3 Precinct Plan 2 through subdivision and development, with amendments to the location and alignment of collector roads only allowed where the realigned road will provide an equivalent transport function.

Development in the Neighbourhood Centre Zone

- (9) Ensure development in the neighbourhood centre zone maximises building frontage along Hobsonville Road and the realigned Trig Road by:
- (a) avoiding blank walls facing the roads;
 - (b) providing easily accessible pedestrian entrances on the road frontages;
 - (c) maximising outlook onto streets and public places;
 - (d) providing weather protection for pedestrians along the road frontages;
 - (e) providing service access and staff parking away from the frontages; and
 - (f) providing car parking and service access behind buildings, with the exception of kerbside parking.
- (10) Ensure all development in the Neighbourhood Centre Zone is consistent with the layout of the Trig Road realignment as shown on Whenuapai 3 Precinct Plan 2.
- (11) Limit the number of vehicle access points from the Neighbourhood Centre Zone onto Hobsonville Road and the Trig Road realignment to ensure safe and efficient movement of vehicles and pedestrians.

Stormwater Management

- (12) Require subdivision and development within the Whenuapai 3 Precinct to:
- (a) apply an integrated stormwater management approach;
 - (b) manage stormwater diversions and discharges to enhance the quality of freshwater systems and coastal waters; and
 - (c) be consistent with the requirements of the Whenuapai 3 Precinct Stormwater Management Plan (2017) and any relevant stormwater discharge consent.
- (13) Require development to:
- (a) avoid locating new buildings in the 1 per cent annual exceedance probability (AEP) floodplain;

- (b) avoid increasing flood risk; and
 - (c) mitigate existing flood risk where practicable.
- (14) Ensure stormwater outfalls are appropriately designed, located and managed to avoid or mitigate adverse effects on the environment, including:
- (a) coastal or stream bank erosion;
 - (b) constraints on public access;
 - (c) amenity values; and
 - (d) constraints on fish passage into and along river tributaries.

Coastal Erosion Risk

- (15) Avoid locating new buildings on land within the Whenuapai 3 coastal erosion setback yard.
- (16) Avoid the use of hard protection structures to manage coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.

Biodiversity

- (17) Recognise the role of riparian planting in the precinct to support the ecosystem functions of the North-West Wildlink.
- (18) Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings take the shortest route to minimise or mitigate freshwater habitat loss.
- (19) Require, at the time of subdivision and development, riparian planting of appropriate native species along the edge of permanent and intermittent streams and wetlands to:
- (a) provide for and encourage establishment and maintenance of ecological corridors through the Whenuapai area;
 - (b) maintain and enhance water quality and aquatic habitats;
 - (c) enhance existing native vegetation and wetland areas within the catchment;
and
 - (d) reduce stream bank erosion.

Open Space

- (20) Require the provision of open space as shown on Whenuapai 3 Precinct Plan 1 through subdivision and development, unless the council determines that the indicative open space is no longer required or fit for purpose.

- (21) Only allow amendments to the location and alignment of the open space where the amended open space can be demonstrated to achieve the same size and the equivalent functionality.

Reverse Sensitivity Effects on Whenuapai Airbase

- (22) Require subdivision, use and development within the Whenuapai 3 Precinct to avoid, remedy or mitigate any adverse effects, including reverse sensitivity effects and safety risks relating to lighting, glare and reflection, on the operation and activities of Whenuapai Airbase.

- (23) Require the design of roads and associated lighting to be clearly differentiated from runway lights at Whenuapai Airbase to provide for the ongoing safe operation of the airbase.

Aircraft Engine Testing Noise

- (24) Avoid the establishment of new activities sensitive to noise within the 65 dB L_{dn} aircraft engine testing noise boundary shown on Whenuapai 3 Precinct Plan 3.
- (25) Avoid establishing residential and other activities sensitive to noise within the area between the 57 dB L_{dn} and 65 dB L_{dn} aircraft engine testing noise boundaries as shown on Whenuapai 3 Precinct Plan 3, unless the noise effects can be adequately remedied or mitigated at the receiving site through the acoustic treatment, including mechanical ventilation, of buildings containing activities sensitive to noise.

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

I616.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I616.4.1 Activity table below.

Table I616.4.1 specifies the activity status of land use and subdivision activities in the Whenuapai 3 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct

Activity		Activity status
Subdivision		
(A1)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A2)	Subdivision that does not comply with Standard I616.6.2 Transport infrastructure requirements	NC
(A3)	Subdivision that complies with Standard I616.6.2 Transport infrastructure requirements, but not complying with any one or more of the other standards contained in Standards I616.6	D
Coastal protection structures		
(A4)	Hard protection structures	D
(A5)	Hard protection structures located within the Whenuapai 3 coastal erosion setback yard	NC
Stormwater outfalls		
(A6)	Stormwater outfalls and associated erosion and protection structures located within the Whenuapai 3 coastal erosion setback yard identified in Table I616.6.5.1	RD
Use and development		
(A7)	Activities listed as permitted or restricted discretionary activities in Table H3.4.1 Activity table in the Residential – Single House Zone	
(A8)	Activities listed as permitted or restricted discretionary activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	
(A9)	Activities listed as permitted or restricted discretionary activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	
(A10)	Activities listed as permitted or restricted discretionary activities in Table H12.4.1 Activity table in the Business – Neighbourhood Centre Zone	

(A11)	Activities listed as permitted or restricted discretionary activities in Table H17.4.1 Activity table in the Business – Light Industry Zone	
(A12)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Informal Recreation	
(A13)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Conservation	
(A14)	Any structure located on or abutting an indicative road identified in the Whenuapai 3 Precinct Plan 2, unless an alternative road alignment has been approved by a resource consent	RD
(A15)	Activities not otherwise provided for	D
(A16)	Activities that comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries; but do not comply with any one or more of the other standards contained in Standards I616.6	D
(A17)	Activities that do not comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries 	NC
(A18)	New activities sensitive to noise within the 65 dB L _{dn} noise boundary shown on Whenuapai 3 Precinct Plan 3	Pr

I616.5. Notification

- (1) Any application for resource consent for an activity listed in Table I616.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the council will give specific consideration to those persons listed in Rule C1.13(4).

I616.6. Standards

- (1) The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I616.4.1 Activity table in this precinct unless specified in Standard I616.6(2) below.

(2) The following overlay, Auckland-wide or zone standards do not apply to activity (A1) listed in Table I616.4.1 Activity table for land in the Whenuapai 3 coastal setback yard identified in Whenuapai 3 Precinct Plan 1:

(a) Standard E38.7.3.4 Subdivision of land in the coastal erosion hazard area.

(3) Activities listed in Table I616.4.1 Activity table must comply with the specified standards in I616.6.1 – I616.6.11.

I616.6.1. Compliance with Whenuapai 3 Precinct Plans

(1) Activities must comply with Whenuapai 3 Precinct Plan 1 and Whenuapai 3 Precinct Plan 2.

(2) Activities not meeting Standard I616.6.1(1) must provide an alternative measure that will generally align with, and not compromise, the outcomes sought in Whenuapai 3 Precinct Plans 1 and 2.

I616.6.2. Transport infrastructure requirements

(1) All subdivision and development must meet its proportional share of local infrastructure works as identified in Table I616.6.2.1 below unless otherwise provided for by (2) and (3) below.

(2) Where the applicant, in applying for resource consent, cannot achieve or provide the required local infrastructure work identified in Table I616.6.2.1 below, alternative measure(s) to achieve the outcome required must be provided.

(3) The applicant and the council must agree the alternative measure(s) to be provided as part of the application and provide evidence of this agreement in writing as part of the application for resource consent.

Table I616.6.2.1 Local transport infrastructure requirements

Areas	Local transport infrastructure required
1A	New collector roads extending west from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	New collector roads extending east from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	Signalisation at the new intersection of Trig Road, Luckens Road and Hobsonville Road.
	Formation and signalisation of the intersection at the location of the new collector road and Trig Road as indicatively shown on Precinct Plan 2.
	Upgrade of the intersection at Trig Road and the State Highway 18 off ramp.
1B	Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including: <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision.
	Formation and signalisation of the intersection at the location of the new collector road and Brigham Creek Road as indicatively shown on Precinct Plan 2.
1C	Addition of a fourth leg to the Brigham Creek Road and Kauri Road

Areas	Local transport infrastructure required
	intersection. New collector road from the Brigham Creek Road and Kauri Road intersection westwards to the boundary of the Stage 1C area as indicatively shown on Precinct Plan 2.
1D	Road stopping of Sinton Road to the west of 18 Sinton Road, and replacement with a new collector road from Sinton Road to Kauri Road as indicatively shown on Precinct Plan 2. New collector road crossing State Highway 18 connecting Sinton Road to Sinton Road East as indicatively shown on Precinct Plan 2. New collector roads as indicatively shown in Precinct Plan 2.
1E	New collector roads from Brigham Creek Road extending south into the Stage 1E area as indicatively shown in Precinct Plan 2. Formation and signalisation of the intersections of Brigham Creek Road with the new collector roads required as part of the Stage 1E area. Upgrade and signalisation of the intersection of Trig Road and Brigham Creek Road. New collector roads from Trig Road extending east into the Stage 1E area as indicatively shown in Precinct Plan 2.

I616.6.3. Stormwater management

- (1) Stormwater runoff from new development must not cause the 1 per cent annual exceedance probability (AEP) floodplain to rise above the floor level of an existing habitable room or increase flooding of an existing habitable room on any property.
- (2) All new buildings must be located outside of the 1 per cent AEP floodplain and overland flow path.
- (3) Stormwater runoff from impervious areas totalling more than 1,000m² associated with any subdivision or development proposal must be:
 - (a) treated by a device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or
 - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.
- (4) All stormwater runoff from:
 - (a) commercial and industrial waste storage areas including loading and unloading areas; and
 - (b) communal waste storage areas in apartments and multi-unit developments

must be directed to a device that removes gross stormwater pollutants prior to entry to the stormwater network or discharge to water.

I616.6.4. Riparian planting

- (1) The riparian margins of a permanent or intermittent stream or a wetland must be planted to a minimum width of 10m measured from the top of the stream bank and/or the wetland's fullest extent.
- (2) Riparian margins must be offered to the council for vesting.
- (3) The riparian planting proposal must:
 - (a) include a plan identifying the location, species, planting bag size and density of the plants;
 - (b) use eco-sourced native vegetation where available;
 - (c) be consistent with local biodiversity;
 - (d) be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.
- (4) Where pedestrian and/or cycle paths are proposed, they must be located adjacent to, and not within, the 10m planted riparian area.
- (5) The riparian planting required in Standard I616.6.4(1) above must be incorporated into a landscape plan. This plan must be prepared by a suitably qualified and experienced person and be approved by the council.
- (6) The riparian planting required by Standard I616.6.4(1) cannot form part of any environmental compensation or offset mitigation package where such mitigation is required in relation to works and/or structures within a stream.

I616.6.5. New buildings within the Whenuapai 3 coastal erosion setback yard

- (1) New buildings must not be located within the Whenuapai 3 coastal erosion setback yard shown in Whenuapai 3 Precinct Plan 1. The widths of the yard are specified in Table I616.6.5.1 and is to be measured from mean high water springs. This is to be determined when the topographical survey of the site is completed.
- (2) Alterations to existing buildings within the Whenuapai 3 coastal erosion setback yard must not increase the existing gross floor area.

Table I616.6.5.1 Whenuapai 3 coastal erosion setback yard

Area	Coastal erosion setback yard
------	------------------------------

A	41m
B	40m
C	26m
D	35m

I616.6.6. External alterations to buildings within the Whenuapai 3 coastal erosion setback yard

- (1) External alterations to buildings within the Whenuapai 3 coastal erosion setback yard identified in Standard I616.6.5 and Whenuapai 3 Precinct Plan 1 must not increase the existing gross floor area.

I616.6.7. Subdivision of land in the Whenuapai 3 coastal erosion setback yard

- (1) Each proposed site on land in the Whenuapai 3 coastal erosion setback yard must demonstrate that all of the relevant areas/features below are located outside of the Whenuapai 3 coastal erosion setback yard:
 - (a) in residential zones and business zones - a shape factor that meets the requirements of Standard E38.8.1.1 Site shape factor in residential zones or Standard E38.9.1.1 Site shape factor in business zones;
 - (b) access to all proposed building platforms or areas; and
 - (c) on-site private infrastructure required to service the intended use of the site.

I616.6.8. Roads

- (1) Development and subdivision occurring adjacent to an existing road must upgrade the entire width of the road adjacent to the site where subdivision and development is to occur.
- (2) Development and subdivision involving the establishment of new roads must:
 - (a) provide the internal road network within the site where subdivision and development is to occur; and
 - (b) be built through to the site boundaries to enable existing or future connections to be made with, and through, neighbouring sites.

I616.6.9. Development in the Neighbourhood Centre Zone

I616.6.9.1. Access

- (1) Vehicle accesses must not be located on that part of a site boundary located within 30m of the intersection of Hobsonville Road and the realigned Trig Road.
- (2) All development must provide pedestrian access that connects to the intersection of Hobsonville Road and the realigned Trig Road.

I616.6.9.2. Building frontage

- (1) Any new building must:
 - (a) front onto Hobsonville Road or the realigned Trig Road identified in Precinct Plan 2; and
 - (b) have a building frontage along the entire length of the site excluding vehicle and pedestrian access.

I616.6.9.3. Verandas

- (1) The ground floor of any building fronting Hobsonville Road and the realigned Trig Road must provide a veranda over the adjacent footpath along the full extent of the frontage, excluding vehicle access.
- (2) The veranda must:
 - (a) be contiguous with any adjoining building;
 - (b) have a minimum height of 3m and a maximum height of 4.5m above the footpath;
 - (c) have a minimum width of 2.5m; and
 - (d) be set back at least 600mm from the kerb.

I616.6.10. Development within the aircraft engine testing noise boundaries

- (1) Between the 57 dB L_{dn} and 65 dB L_{dn} noise boundaries as shown on Whenuapai 3 Precinct Plan 3, new activities sensitive to noise and alterations and additions to existing buildings accommodating activities sensitive to noise must provide sound attenuation and related ventilation and/or air conditioning measures:
 - (a) to ensure the internal environment of habitable rooms does not exceed a maximum noise level of 40 dB L_{dn} ; and
 - (b) that are certified to the council's satisfaction as being able to meet Standard I616.6.10(2)(a) by a person suitably qualified and experienced in acoustics prior to its construction; and

- (c) so that the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4, or any equivalent standard which replaces it, with all external doors of the building and all windows of the habitable rooms closed.

I616.6.11. Lighting

- (1) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:

- (a) searchlights; or

- (b) outside illumination of any structure or feature by floodlight.

I616.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I616.8. Assessment – restricted discretionary activities

I616.8.1. 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, Auckland-wide and zone provisions.

- (1) Subdivision and development:
 - (a) safety, connectivity, walkability, public access to the coast and a sense of place;
 - (b) location of roads and connections with neighbouring sites;
 - (c) functional requirements of the transport network, roads and different transport modes;
 - (d) site and vehicle access, including roads, rights of way and vehicle crossings;
 - (e) location of buildings and structures;
 - (f) provision of open space; and
 - (g) provision of the required local transport infrastructure or an appropriate alternative measure.
- (2) Use and development in the Neighbourhood Centre Zone:
 - (a) the design and location of onsite parking and loading bays; and
 - (b) building setbacks from Hobsonville Road and the realigned Trig Road.

- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
 - (a) the effects of the erosion on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion.
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
 - (a) the effects on landscape values, ecosystem values, coastal processes, associated earthworks and landform modifications;
 - (b) the effects on land stability including any exacerbation of an existing natural hazard, or creation of a new natural hazard, as a result of the structure;
 - (c) the resilience of the structure to natural hazard events;
 - (d) the use of green infrastructure instead of hard engineering solutions;
 - (e) the effects on public access and amenity, including nuisance from odour;
 - (f) the ability to maintain or enhance fish passage; and
 - (g) risk to public health and safety.
- (5) Lighting associated with development, structures, infrastructure and construction.

I616.8.2. Assessment criteria

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

- (1) Subdivision and development:
 - (a) the extent to which any subdivision or development layout is consistent with and provides for the upgraded roads and new indicative roads shown on the Whenuapai 3 Precinct Plan 2;
 - (b) the extent to which any subdivision or development provides for public access to the coast;
 - (c) the extent to which any subdivision or development layout achieves a safe, connected and walkable urban form with a sense of place;

- (d) the extent to which any subdivision or development layout is consistent with and provides for the indicative open space shown within Whenuapai 3 Precinct Plan 1;
 - (e) the extent to which any subdivision or development layout complies with the Auckland Transport Code of Practice or any equivalent standard that replaces it;
 - (f) the extent to which any subdivision or development layout provides for the functional requirements of the existing or proposed transport network, roads and relevant transport modes;
 - (g) the extent to which access to an existing or planned arterial road, or road with bus or cycle lane, minimises vehicle crossings by providing access from a side road, rear lane, or slip lane;
 - (h) the extent to which subdivision and development provides for roads to the site boundaries to enable connections with neighbouring sites; and
 - (i) whether an appropriate public funding mechanism is in place to ensure the provision of all required infrastructure.
- (2) Use and development in the Neighbourhood Centre Zone:
- (a) the extent to which staff car parking, loading spaces and any parking associated with residential uses is:
 - (i) located to the rear of the building; and
 - (ii) maximises the opportunity for provision of communal parking areas.
 - (b) the extent to which building setbacks are minimised to ensure buildings relate to Hobsonville Road and the realigned Trig Road.
- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the hazard on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion:
 - (i) whether public access to the coast is affected;
 - (ii) the extent to which the installation of hard protection structures to be utilised to protect the site or its uses from coastal erosion hazards over at least a 100 year timeframe are necessary; and
 - (iii) refer to Policy E38.3(2).

- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the extent to which landscape values, ecological values and coastal processes are affected or enhanced by any works proposed in association with the structure(s);
 - (b) the extent to which site specific analysis, such as engineering, stability or flooding reports have been undertaken and any other information about the site, the surrounding land and the coastal marine area;
 - (c) the extent to which the structure(s) is located and designed to be resilient to natural hazards;
 - (d) the extent to which the proposal includes green infrastructure and solutions instead of hard engineering solutions;
 - (e) the extent to which public access and / or amenity values, including nuisance from odour, are affected by the proposed structure(s);
 - (f) the extent to which fish passage is maintained or enhanced by the proposed structure(s); and
 - (g) the extent to which adverse effects on people, property and the environment are avoided, remedied or mitigated by the proposal.
- (5) Lighting associated with development, structures, infrastructure and construction:
- (a) The effects of lighting on the safe and efficient operation of Whenuapai Airbase, to the extent that the lighting:
 - (i) avoids simulating approach and departure path runway lighting;
 - (ii) ensures that clear visibility of approach and departure path runway lighting is maintained; and
 - (iii) avoids glare or light spill that could affect aircraft operations.

I616.9. Special information requirements

(1) Riparian planting plan

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

(2) Permanent and intermittent streams and wetlands

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

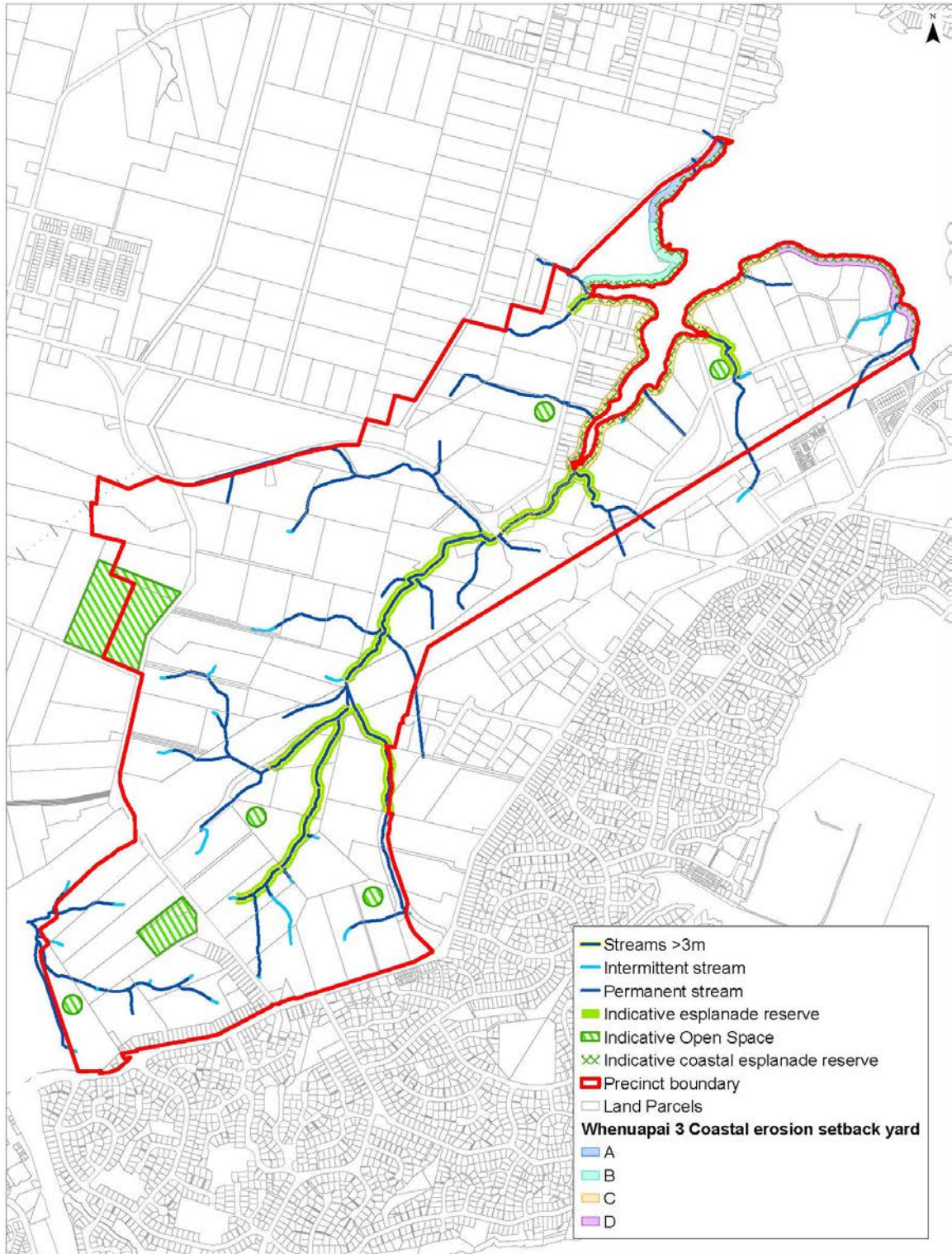
(3) Stormwater management

All applications for development and subdivision must include a plan demonstrating how stormwater management requirements will be met including:

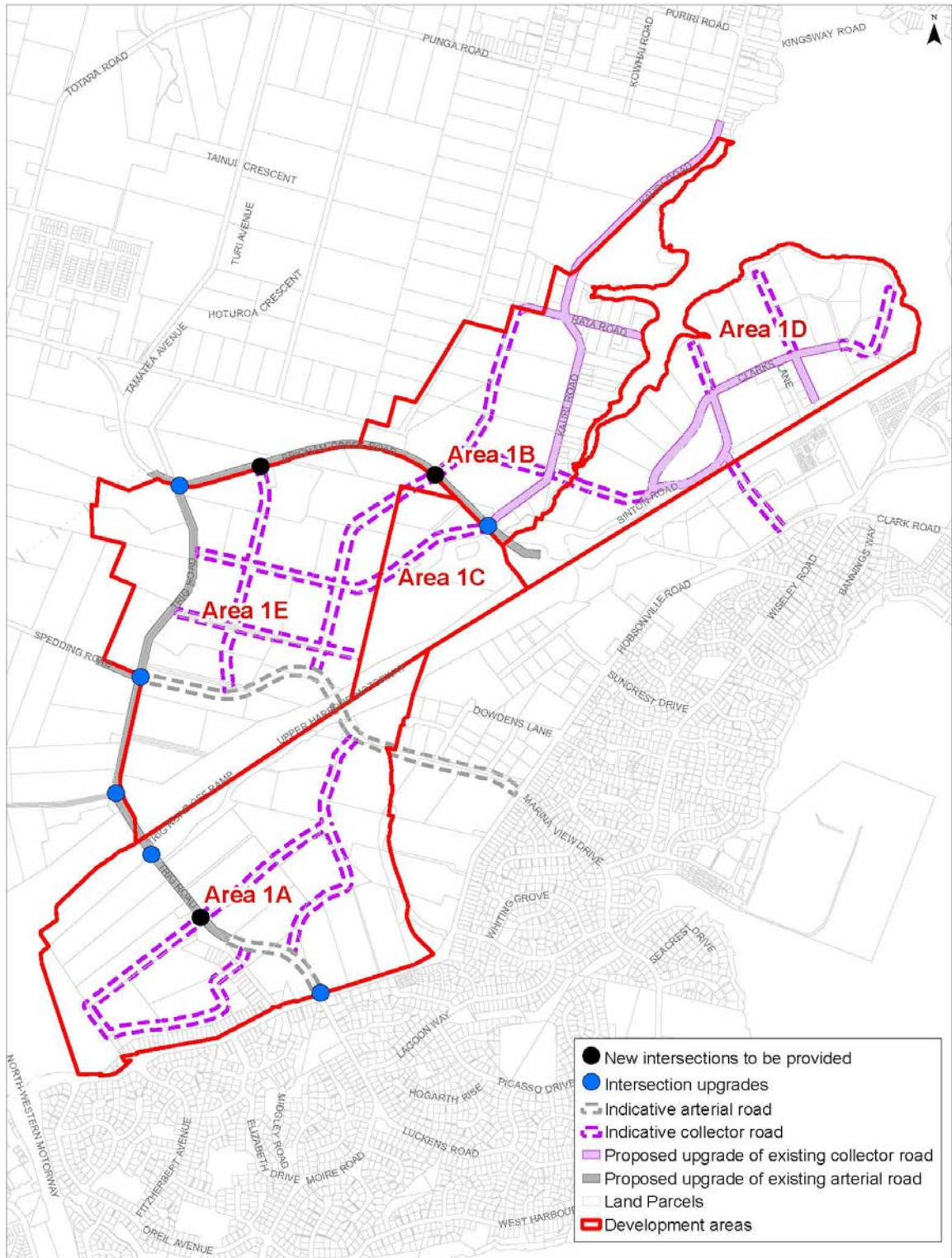
- (a) areas where stormwater management requirements are to be met on-site and where they will be met through communal infrastructure;
- (b) the type and location of all public stormwater network assets that are proposed to be vested in council;
- (c) consideration of the interface with, and cumulative effects of, stormwater infrastructure in the precinct.

I616.10. Precinct plans

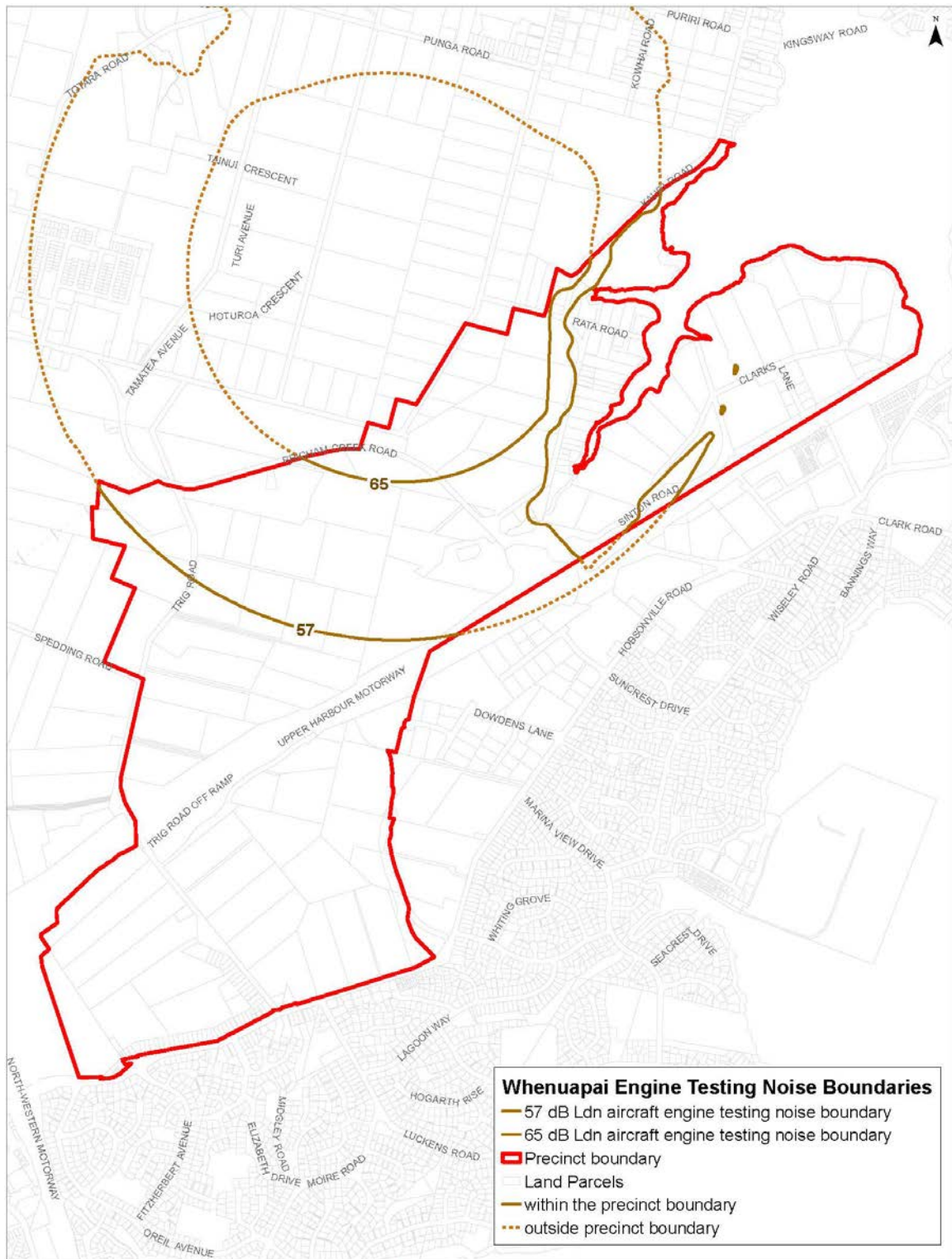
I616.10.1. Whenuapai 3 Precinct Pan 1



I616.10.2. Whenuapai 3 Precinct Plan 2



I616.10.3. Whenuapai 3 Precinct Plan 3



Addition to Schedule 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02784	Whenuapai heavy anti-aircraft battery	4 Spedding Road and 92 Trig Road, Whenuapai	Lot 17 DP 62344; Lot 16 DP62344	B	Gun emplacements and command post	A,H	Refer to planning maps			

Deletion of existing schedule entries from 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00135	Worker's Dwelling	9 Clarks Lane, Hobsonville	LOT 1 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00246	Worker's Residence	5 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00247	Worker's Residence	4 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00248	Worker's Residence	6 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00249	Worker's Residence	10 Clarks Lane, Hobsonville		B		A,B,F,H	Refer to planning maps	Interior of building(s)		

Addition to Schedule 14.1 Schedule of Historic Heritage – Table 2 Areas

ID	Area Name and/or Description	Verified Location	Known Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02783	Clarks Lane Historic Heritage Area	Clarks Lane, Hobsonville	A,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified			Refer to Schedule 14.2.13	Stand-alone accessory buildings or garages built after 1940; former church 7

I616 Proposed Whenuapai 3 Precinct

					<u>in</u> <u>another</u> <u>schedule</u> <u>d historic</u> <u>heritage</u> <u>place</u>				<u>Clarks</u> <u>Lane (Lot</u> <u>5 DP</u> <u>411781)</u>
--	--	--	--	--	--	--	--	--	--

Addition to Schedule 14.2

14.2.13 Clarks Lane Historic Heritage Area

Statement of significance

The dwellings at 3 to 10 Clarks Lane are located in Hobsonville, an area to the north-west of the Auckland Central Business District. Clarks Lane is situated on the north-western edge of the suburb, close to the adjacent district of Whenuapai and the Waiarohia Inlet. Clarks Lane runs in a north-south orientation and prior to 2008 had access southwards via Ockleston Road to connect with Hobsonville Road. Following the construction of State Highway 18 the lane became a cul-de-sac. The lane is narrow, with road markings only to denote the edge of the carriageway; it has a wide road reserve and no footpath, all of which contribute to its rural amenity and aesthetic. These physical attributes of the road are important to the understanding of its history as a rural lane servicing a small grouping of residences. The position of the cottages on either side of the road creates a balance of housing through the lane. The carriageway, road reserve and building positions are therefore contributing features of the Clarks Lane Historic Heritage Area and are important aspects of the Historic Heritage Area's context.

The group of workers' residences on Clarks Lane have considerable historical value as they reflect an important aspect of local and regional history, the private construction of accommodation for pottery and brickworks industry employees. The remaining cottages and foreman's villa represent some of the first privately established workers' accommodation still extant in the region. The cottages are also some of the earliest remaining examples of their type in the locality, representing an early period of development in the area. The Clarks Lane Historic Heritage Area has further significance for its association with the Clark family, specifically R.O. Clark II, R.O. Clark III and his brother, T.E. Clark. The Clark family were some of the first European settlers to the area and made a significant contribution to the history of the locality. The Clarks donated land for the erection of a number of community buildings including the first church and school in Hobsonville.

The dwellings play an important role in defining the distinctiveness of the Hobsonville community by representing the area's early history and as a legacy of the Clark family. The Historic Heritage Area is an important grouping of buildings that demonstrates a way of life that is now less common by representing the locality's reliance upon local employment and effort of a local company to provide affordable and convenient housing. As a group of dwellings of a similar design and style, they have considerable value as a remnant of the early settlement period and architectural development of Hobsonville. The type and style of the Clarks Lane cottages and villa are a good representative example of the pattern of development, street layout, building height, massing and scale that is demonstrative of purpose-built workers' housing. Based on those physical attributes visible from the public realm, the dwellings have considerable value for their existing physical qualities and as representative examples of their type and period within the locality.

The cottages and villa all exemplify a past aesthetic taste that is distinctive in the Hobsonville locality. The Clarks Lane dwellings have moderate aesthetic value for the widespread emotional response they evoke as a group for their picturesque qualities. Further aesthetic appeal is derived from the relationship of the places to their setting, which reinforces the quality of both.

The former Brighams Creek church at 7 Clarks Lane (relocated to the lane in circa 2009) does not detract from the overall aesthetic of the lane. It is attributable to a similar architectural and historical period as the cottages, and the original portion is an example of an attractive, modest structure evocative of the small late nineteenth/early twentieth century church buildings that express the vernacular style of New Zealand's ecclesiastical architecture. The former church has a limited contribution to, and association with, the values for which the Historic Heritage Area is significant. For this reason, it is identified as a non-contributor within the Historic Heritage Area and will remain individually scheduled.

The dwellings have considerable contextual value as a group of workers' residences along Clarks Lane, that when taken together, have coherence due to their history, age, street-fronting orientation and scale; forming part of the historical and cultural complex of the locality. The cottages at 3, 4, 5, 6 and 10 Clarks Lane are characterised by their compact size and single storey height. From a social lens, this is reflective of their original use as accommodation for workers. The roof form of the cottages at 3, 4, 5, 6 and 10 Clarks Lane is an asymmetrical side-gable with a subservient, lower pitched lean-to at the rear. The foreman's villa at 9 Clarks Lane is the largest of the workers' residences and is an example of the common villa typology prevalent at the beginning of the twentieth century. The villa's setback, size, square plan, hipped roof and central gutter differentiate it from the other workers' cottages. The larger size and distinct form of the villa reflects the higher professional standing of the pottery foreman.

The dwellings originally had corbelled brick chimneys, and open verandahs along the front (street-facing) elevation. Several dwellings retain either, or both of these attributes that are important physical and aesthetic features. The front elevations are also characterised by a central entrance door, framed on either side by four-pane sash windows. Paint-finished timber cladding and fenestration, and iron or steel roofing are key material characteristics that illustrate the traditional qualities of the dwellings. Some dwellings have replaced the original timber fenestration with aluminium joinery.

The immediate setting of the dwellings is an important aspect to the understanding of their context, demonstrated by the layout and amenity of the lane. The sites have large open sections with little front boundary fencing (i.e.: no more than 1.2 metres in height and visually permeable) and consistent (approximately 10 metres) setbacks which are intact key features of their rural setting. These are tangible reminders of the coherence of the workers' housing legibility.

Map 14.2.13.1: Clarks Lane Historic Heritage Area



Addition to Appendix 17

I616 Whenuapai 3 Precinct

Whenuapai 3 Precinct Stormwater Management Plan (2017)