

Amend the Policy Section of the District Plan by:-

Amend The City's Environment 3.5.3, as follows

At Whenuapai and Hobsonville the coastal environment is very narrow, being confined largely to the coastal scarp. The mixture of rural, residential and military uses in this location will change over time due to a reduced military presence in Auckland, the construction of SH18 and planned growth at Massey North, Hobsonville Village Centre and the Hobsonville Peninsula. These planned changes will alter the landscape but provide opportunities to enhance riparian areas.

Amend Section 3.9 "Special Areas" of Chapter 3 "the City's Environment" by adding the following:

Hobsonville Marine Industry Special Area – This is an area of land that has been identified as being suitable for marine industrial activities requiring deep water access for the launching and retrieval of large boats (up to about 60m in length).

Hobsonville Base Village Special Area – This is a former part of the Hobsonville Airbase which has been included within the Metropolitan Urban Limits and which will be developed for a range of urban activities.

Hobsonville Landing Special Area – This is an area which adjoins the Upper Waitemata Harbour, and which has in the past been developed and used for defence purposes. It is required for large boat access to the harbour, as well as for ferry facilities. Other activities will be provided for in future, by way of a plan change process.

Hobsonville Future Development Special Area – This is an area which will be developed for urban purposes via a future plan change. In the meantime, provision is made for an access road to the hardstand area, launching and retrieval facilities for large boats (up to about 60m in length), and ferry facilities.

Amend Policy 1.1, as follows:-

(i) 1st paragraph of policy:

Settlement should be of a type and density that avoids, remedies or mitigates adverse impacts on water quality. In particular, settlement should be:

- located away from coastal edges, riparian margins and areas prone to flooding, and these flood hazard areas within the Oratia, Opanuku and Swanson stream catchments

Urban development should not occur in locations where such development will lead to significant adverse impacts on water quality and quantity. Urban development shall be avoided in the following general locations:

- The Waitakere Ranges and West Coast
- The Foothills of the Waitakere Ranges
- The northern rural Countryside Area through Redhills, Hobsonville and Whenuapai:

provided that the consolidation of population within the urban area is within the capacity of any stormwater and waste management infrastructure.

(ii) After last paragraph of policy insert:

Settlement in urban growth areas north of the city should be of a type and density which reflects the need to efficiently utilise urban land, in a way which avoids, remedies or mitigates adverse impacts on water quality and quantity. Special attention should be given to the need to ensure that water entering the Upper Waitemata Harbour does not adversely affect the absorption abilities of the harbour environment to the extent that the overall quality of that environment is diminished.

(iii) After last paragraph of Explanation:

New urban growth areas to the north of the city drain into the Upper Waitemata Harbour. The harbour has suffered a declining environmental quality as a result of the inadequacies of past land development and drainage methods. It is important that all future development incorporates a sufficient standard of stormwater and wastewater quality control infrastructure to ensure that the overall quality of the harbour environment is not further degraded, and if possible is enhanced.

Amend Policy 7.1, as follows:-

(i) After last paragraph of the policy:

Development may occur on and adjacent to the existing modified coastal margin at the eastern end of the former Hobsonville Airbase (within The Landing Special Area) provided that development does not adversely impact on the natural landscape qualities of the Hobsonville Peninsula and the land/ water interface.

(ii) After last paragraph of Explanation:

The former Hobsonville Airbase contains a hardstand area adjoining the Waitemata Harbour, which for many years has included provision for boat access to the harbour. This is an existing resource which has been identified as a critical component in the development of a marine industry precinct at Hobsonville. Further development of an access road to the hardstand area and boat retrieval/ launching facilities at the hardstand will be required to serve the marine industry precinct. This area has also been identified as suitable for a ferry service. The

development of these facilities has been provided for, and can be developed in a way that respects the existing character of this area.

Insert a new Policy 11.34, as follows:-

The Hobsonville Marine Industry Special Area may be developed for marine industrial activities which require or are directly associated with the need for large boat access to the deep water channel of the Upper Waitemata Harbour. The limitation of activities to this purpose recognises the rare quality of this deep water access resource, which should not be compromised by the introduction of activities which do not require that resource. Within this limitation, activities may be established where:

- any development ensures the efficient and effective use of the limited land resource;
- there are no more than minor adverse effects on natural resources, including water quality and native vegetation;
- while landscape character may change, ensuring that change is managed to provide environments which are visually compatible with development within the Hobsonville Peninsula, and are of an appropriate urban form as viewed from outside the peninsula;
- adequate provision is made for roading, stormwater and wastewater drainage, and all other infrastructure;
- residents are protected from adverse effects on health and amenity values;
- the historical, cultural or spiritual significance of any site, or any waahi tapu of significance to iwi is recognised
- having regard to the above, development proceeds in a manner that recognises the need for a comprehensive approach to future development on the Hobsonville Peninsula, including the achievement of high standards of urban design.

Activities which do not meet the above policy should be avoided in the Hobsonville Marine Industry Special Area.

Explanation

The Hobsonville Peninsula contains a unique resource which has become available for development with the closure of the Hobsonville Airbase. A Marine Industry Special Area has been introduced into the Plan, building on the access available from this area to a deep water channel within the Waitemata Harbour. Development of the Marine Industry Special Area needs to have regard to the special qualities of the area, including landscape and heritage features, the coastal edge, the outlook over the harbour, amenity and design standards within the Marine Industry Special Area and between that special area and adjoining areas of development, and the adequate provision of infrastructure.

Insert a new Policy 11.35, as follows:-

The Hobsonville Base Village Special Area may be developed for a range of activities which recognise the unique quality and history of this area, and its suitability for a range of sustainable urban development, focused on:-

- pursuing principles of urban sustainability and excellence of urban form
- pursuing principles of non-reliance on the private motor vehicle as a necessary means of transport, through integrating urban form, public transport networks, pedestrian facilities and cycleways
- efficient use of the land resource, including the provision of housing at a higher density than traditionally associated with suburban areas, and achieving densities to at least the minimum number of household units specified in the rules for each precinct
- ensuring that transport and land use patterns are aligned to achieve sustainability, efficiency and liveability

- providing for a range of housing choices
- provision for appropriate non-residential and mixed use buildings and activities
- provision for neighbourhood retail centres of a scale and design appropriate to servicing the local community only
- provision for planned community and open space facilities
- protection of the natural values and access to the coast
- recognising the historical, cultural or spiritual significance of any site, or any waahi tapu of significance to iwi
- promotion of sustainable infrastructure, including, but not limited to, (*wording to be added*)
- protecting and enhancing heritage values, amenity and character features
- Provision for comprehensive, planned development which integrates internally to both the Special Area and its Precincts, and externally to other areas.
- Providing flexible provisions for carparking so that carparking areas are located where they do not compromise good site layout and overall urban form, and required numbers of carparks are limited to the minimum necessary.

The Hobsonville Base Village Special Area is divided into precincts. Policies relating to each precinct are set out below. Activities which do not meet the policy provisions should be avoided:-

A. Marlborough Crescent Precinct

The Marlborough Crescent Precinct should be developed to retain the existing heritage character of this space while incorporating:-

- retention of Village Green;
- retention of the heritage housing adjacent to the Village Green;
- provision of a viewshaft to the landing from the eastern edge of the Village Green;
- a buffer zone of mixed use activity, adjacent to the *Marine Industry Special Area* (south side of Hudson Bay Road);
- retention of the character of the Catalina Block;
- allowance for mixed use development in the area of the existing Officers Mess;
- provide easy access for public transport and private vehicles to the Ferry at the landing;
- retain palms at south of Hudson Bay Road i.e. open area at Village Green surrounded to North and West by heritage buildings with a secondary area of apartments at the North West and mixed use and commercial areas focussing on street edges.

B. Parade Ground Precinct

The Parade Ground Precinct should be developed to preserve the character of the former air base while introducing medium density and apartment density and some neighbourhood retail with associated office and commercial space including:-

- retention of the Cadet Building and flag pole area as acknowledgement of the Air Force heritage;
- retain the historic base commander's house, chapel and surrounding grounds /trees;
- retention of a representative sample of the inter-war cottages;
- walk access along cliff-top reserve;
- viewshafts west along Marine Parade towards Buckley Avenue and North East down Wharf Road;

- provision for a neighbourhood retail centre including commercial/office uses, located, designed and sized such that it will provide a community/ shopping node sufficient to service the needs of the local community;

C. Campus / Runway Park Precinct

The College / Runway Park Precinct should be developed to

- provide a mix of housing densities to integrate with surrounding areas;
- provide for apartment housing at the edges of major open space (major roads and playing fields);
- retain the Buckley Avenue palm trees as an iconic feature of the peninsular;
- provide for early childhood education and state educational facilities for years 1 - 13
- provide for Community Playing fields;
- provide for existing gully wilderness areas;
- provide for a walkway across the peninsula to link foreshore reserves.

D. Motorway Interchange Precinct

The Motorway Interchange Precinct should be developed to:-

- provide for small-scale vehicle-orientated retail / commercial activities, complementing other commercial nodes at the Hobsonville Village Centre and the neighbourhood retail centre in the Parade Ground Precinct.
- Retain the Buckley Avenue Palms and surrounding character

E. Hudson Bay Precinct

The Hudson Bay Precinct should be developed to:-

- retain a representative sample of heritage housing;
- retain the palm trees along Buckley Avenue;
- provide generally throughout the Precinct for medium and apartment density housing;
- provide for medium and high density housing along Buckley Avenue;
- provide for mixed use activity adjacent to the Parade Ground Precinct and the Future Development Special Area.

F. Buckley Precinct

The Buckley Precinct should be developed to:-

- provide for low density housing at the escarpment;
- provide for medium and apartment density housing along Buckley Avenue;
- retain the palm trees along Buckley Avenue;
- provide a walkway along cliff-top reserve;

- retain the gully wilderness areas and vegetation.

G. Triangle Precinct

The Triangle Precinct should be developed to:-

- provide for a reserve opposite the church
- provide for medium density housing

H. Base Housing Precinct

The Base Housing Precinct should be developed to:-

- provide for medium density housing adjacent to Hobsonville Village Precinct and along Clark Road;

I. Hobsonville Village Precinct

The Hobsonville Village Precinct should be developed to:-

- provide for mixed use activities adjacent to the existing retail centre;
- provide for integration with the Hobsonville Village Centre

Explanation

The Hobsonville Base Village Special Area encompasses an area which was part-developed and part-greenfields, formerly used as part of the Hobsonville Airbase. This area has been identified as a suitable urban growth area. The area has a special quality due to its historical use as an airbase. The land is relatively flat and readily accessible from existing and future strategic transport routes.

This area provides an opportunity to create a form of urban development which meets regional and district objectives for an efficient and sustainable urban form, as well as appropriately protecting and enhancing heritage values.

In order to best manage these resources this area has been identified as a special area, and has been further broken down into precincts. Each precinct has its own characteristics and opportunities. The plan requires that development of each precinct conform to an overall concept plan, and that no new development occurs until a comprehensive development plan has been approved for the precinct. In this way, development will proceed in planned and comprehensive manner. Development of a substantial part of the Hobsonville Base Village Special Area will be necessary before development of the Hobsonville Future Urban Special Area can be commenced.

Development of each successive precinct area needs to have regard to the special qualities of the area, including landscape and heritage features, the coastal edge, the outlook over the harbour, amenity and design standards within and between areas of development, and the adequate provision of infrastructure. This policy recognises that development will occur on the Hobsonville Peninsula, however this development needs to be managed to ensure a comprehensive, well-designed result is achieved.

Two neighbourhood retail centres are provided for, in the Parade Ground and motorway precincts. While the provision of these centres is important to meet the needs of the local

community, it must be recognised that the primary centre servicing the Hobsonville Peninsula is expected to be the Hobsonville Village Town Centre.

(e) Insert a new Policy 11.36, as follows:-

The Hobsonville Future Development Special Area has been set aside as an area for future development which is expected to comprise mainly housing, but which will include significant open space/ reserve areas as well as the possibility of non-residential activity, such as that which may be desirable to support the Marine Industry Special Area. The exact form and provision of development will be determined by a future plan change. Development of Hobsonville Future Development Special Area may not commence until there has been substantial completion of development within the Parade Ground, Campus/ Runway Park, Buckley and Hudson Bay Precincts. Commencement of development will also be subject to a full range of infrastructure services being available.

In the interim this area may be utilised only for activities which are permitted in the Countryside Environment.

Explanation

This area may be made available, by way of plan change, for future development, once a majority of land within the Hobsonville Base Village Special Area has been developed consistent with the Concept Plan for that area, and following appropriate further investigation and consultation.

Insert a new Policy 11.37, as follows:-

The Hobsonville Landing Special Area provides significant opportunities for the development of activities which will benefit from a harbourside location. The exact form and provision of development will be determined by a future plan change. In the interim the area may be utilised for activities developed for access for large boats to the deep water channel, the retrieval and launching of boats, and ferry facilities. Activities that may frustrate utilisation of the deep water channel for these purposes must be avoided.

Explanation

This area is required for boat access to the harbour in conjunction with the Hobsonville Marine Industry Special Area, and has also been identified as suitable for a ferry facility. Those activities are therefore provided for as a discretionary activity. There is a potentially wide range of other possible forms of development, but further investigation is required to identify and refine those possibilities. Future development will be determined by way of plan change, once appropriate further investigations and consultation is carried out.

Insert a new part within Policy Section 6, as follows:-

6.2.15 Hobsonville Peninsula

A Hobsonville Airbase Plan Change introduced four new “Special Areas” into the district plan. There is a comprehensive set of new rules for each of the special areas, being Hobsonville Base Village Special Area, Hobsonville Marine Industry Special Area, Hobsonville Landing Special Area and Hobsonville Future Urban Special Area.

The “Special Area” approach has been taken, rather than using standard human environments. The reason for this is that each of the four special areas has its own unique characteristics, which are best recognised through a specifically targeted district plan approach.

The Hobsonville Base Village Special Area incorporates the existing developed areas at the north-eastern and south-western ends of the Airbase, together with the “greenfields” land in-between. The developed area at the north-eastern end contains a number of heritage buildings and areas, important areas of open space, buildings which can be converted to non-residential uses such as for the film industry, offices, community uses and education. Other areas have been identified for the development of early childhood education and state educational facilities for years 1 - 13. The area as a whole also has significant potential for housing development. The flat topography, attractive environment, proximity to major transport routes and proximity to significant future employment areas all contribute to an opportunity to provide for well designed, higher density housing development, consistent with regional and district policies for urban containment. Together with the need for one or two retail nodes to serve this area, all of these various characteristics need to be carefully managed through Special Area objectives, policies and rules.

The Hobsonville Marine Industry Special Area covers a 20ha area on the plateau above the Waitemata Harbour. One large-yacht builder, Sovereign Yachts, is already established. The area has been identified as uniquely suitable in the Auckland Region for a larger boat building node. This is because it is vacant land with potential access to a deep water channel off the existing hardstand area at the northern end of the base. As this is such a rare resource it is important that it is not compromised through inappropriate development. It is also important that the area be developed in a way that ensures a comprehensive, planned approach, including attention given to what type of development will occur on the surrounding land. The Special Area approach ensures that these matters are addressed.

The Hobsonville Landing Special Area (existing reclaimed hardstand area) is important for the successful operation of the Marine Industry Special Area as it provides the access to the deep water channel. It has also been recognised as a good and logical location for a ferry terminal. However this area is also a potentially important community resource and more planning and consultation is required before comprehensive development of this area can be considered. The Special Area approach allows for the interim establishment of boat launching and access roading facilities, and also a ferry terminal, whilst also making it clear that other future development will be the subject of a future plan change after further investigations and consultation have been carried out.

The Hobsonville Future Development Special Area is located to the south of the Hobsonville Marine Industry Special Area and between the Hobsonville Base Village Special Area and the harbour. It contains an important coastal interface and there are a number of future opportunities and options for development which include the possible extension of the marine industry area, housing and provision of open space. These options need to be further investigated and refined before final planning for this area is put in place.

This area is not required in the short term for residential growth. There are advantages in ensuring that development first occurs in a co-ordinated and consolidated way in the Hobsonville Base Village Special Area. It is envisaged the Hobsonville Future Development Special Area will be made available by way of a Plan Change for future development once a majority of the land within the Hobsonville Base Village Special Area has been developed consistent with the Concept Plan for that area (including at least 80% of the expected household numbers in the rules being completed within each of the Parade Ground, Campus/Runway Park, Buckley and Hudson Bay Precincts. This will also allow time to consider the most appropriate form and pattern of development over this area. The Special Area approach is necessary to best manage this planning.

To summarise, development of the Special Areas will be prioritised so that:

- Development of the Hobsonville Marine Industry Special Area and the Hobsonville Base Village Special Area can occur through the provisions introduced into this plan.

- Only limited forms of development can occur in the Hobsonville Future Development Special Area and the Hobsonville Landing Special Area with future comprehensive development requiring another Plan Change process.

The general format and approach of each Special Area is described as follows:-

Hobsonville Base Village Special Area

The Hobsonville Base Village Special Area has been divided into nine “precincts” (see attached plan). Each precinct has its own characteristics, constraints and opportunities, and needs to be managed and developed in different ways.

The approach the district plan Special Area provisions take is to identify each precinct and to set up an objectives and resource management approach which partly relates to the whole of the Special Area and partly relates to each individual precinct.

Permitted activities are limited to the specified use of existing buildings and other limited forms of activity. All new development will be subject to three layers of management control.

The first layer of management relates to the whole of the Special Area (and also includes the other Hobsonville Special Areas) as shown on the Human Environment Maps. The plan change also includes two Concept Plans: Hobsonville Concept Plan and Hobsonville Concept Plan 1 – Features. The *Hobsonville Concept Plan* illustrates the precincts and major roading pattern, expected land uses and residential densities. The *Hobsonville Concept Plan 1 – Features* illustrates amenity and character features. Each element of the Concept Plan must be incorporated into the ultimate development of each precinct. In this way, an overall planned approach to development occurs.

A second layer of management involves the necessary preparation of a Comprehensive Development Plan before any development is allowed. Comprehensive Development Plans are prepared on a precinct basis and assessed via a resource consent application (as a Limited Discretionary Activity). The Comprehensive Development Plan must include relevant elements of the two Concept Plans, as well as greater detail in matters such as local roading patterns, open space provision, proposed positions of key buildings, satisfaction of minimum housing densities, and indicative site layouts. There are also varying expectations for design guidelines and design themes, the aim being to ensure existing features are retained and/or enhanced and new development is of a co-ordinated, high quality. The provision of infrastructure is also addressed at this time, with it being necessary to ensure such matters as stormwater and wastewater disposal are adequately catered for. It is expected that, in the preparation of comprehensive development plans, there will be consultation with the Auckland Regional Council to ensure co-ordinated planning of air, land and water resources.

The third layer of management involves a resource consent requirement (as a Controlled Activity for residential buildings and a Limited Discretionary Activity for other buildings) for each building proposed, and for non-residential activities (residential activities are permitted in buildings approved for that purpose). This allows detailed assessment of the design and quality of each building and how it relates to the street and surrounding development, as well as ensuring activities are appropriate and complementary. Each building and activity must comply with the other layers of management – i.e. the concept plan and comprehensive development plan.

There are a range of other rules applying in this Special Area which cover such matters as noise, parking and natural areas management.

While this approach does involve a high level of management, that is considered justified considering the nature of existing features and the fact that expected new development will be at a relatively high density and will need to be carefully designed. Some flexibility is provided

through changes being possible to “precinct standards” by way of a Discretionary Activity application. Other, “fixed standards” must be complied with. The rules and Concept Plans detail what the fixed standards and precinct standards are.

All of this is supported by a comprehensive set of assessment criteria, and an overall basis of special area policies which outline expectations for management of the area as a whole, and each precinct.

Hobsonville Marine Industry Special Area

The resource management approach for the Hobsonville Marine Industry Special Area is very similar to that of the Hobsonville Base Village Special Area. All new development will be subject to the same three layers of management control.

In respect of the Concept Plan, the major feature is the boat haulage access and maneuvering area. This is shown on the concept plan and is expected, through appropriate rules, to be provided as a first stage of further development of the area. It is further expected that this area will be shared between the various sites having frontage to it, thus making efficient use of the land area.

The concept plan also shows three separate development areas. Area A is the core area within which major boat building activities will take place. Those activities are limited under the rules to uses which are associated with large boat building, finishing or maintenance. That control is considered necessary to ensure maximum advantage is made of that area which has direct access, via the boat haulage road, to the deep water boat launching and retrieval facility. Area B contains existing buildings which are generally required to be retained. Area C is a “buffer” area between the heavier, bulkier activities and buildings and adjoining sites. The expectation is that Areas B and C will be occupied by ancillary marine industry activities such as offices and marine component builders.

Before any further development occurs it will be necessary to have a Comprehensive Development Plan approved via a resource consent application (as a Limited Discretionary Activity). The Comprehensive Development Plan must include relevant elements of the Concept Plan, as well as greater detail in matters such as the way in which the shared facilities will work, the proposed positions of key buildings and indicative site layouts. There is also an expectation that design guidelines will be developed, the aim being to ensure a complementary and attractive nature of development, recognising the need for large buildings and the general large-industry based format of this precinct. The provision of infrastructure is also addressed at this time, with it being necessary to ensure such matters as stormwater and wastewater disposal are adequately catered for. It is expected that, in the preparation of comprehensive development plans, there will be consultation with the Auckland Regional Council to ensure co-ordinated planning of air, land and water resources.

The third layer of management involves a resource consent requirement (again, a Limited Discretionary Activity) for each building proposed. Each building must comply with the other layers of management – i.e. the concept plan and comprehensive development plan.

There are a comprehensive set of assessment criteria, and an overall basis of special area policies which outline expectations for management of this Special Area.

Hobsonville Landing Special Area

The Hobsonville Landing Special Area is important for the successful operation of the Marine Industry Special Area Precinct as it provides the access to the deep water channel. That activity is therefore specifically provided for, through a Limited Discretionary Activity resource consent. It is recognised also that the launching/ retrieval facility will require a coastal consent – a procedure conducted pursuant to the Regional Coastal Plan.

Discretionary Activity resource consent provision is also made for ferry facilities.

Policies and assessment criteria recognise the future potential of the Hobsonville Landing Special Area for other, as yet undefined, activities. When establishing boat access, ferry and launching/ retrieval facilities an assessment will be required of the flexibility necessary to accommodate future activities. Future activities will ultimately be provided for by way of a plan change process.

Hobsonville Future Development Special Area

It is regarded as important that the Hobsonville Future Development Special Area be retained for future urban development and not compromised by any inappropriate development in the meantime. The rules therefore provide only for activities which would otherwise have been permitted under the previous Countryside Environment provisions – essentially, rural activities and very limited residential activity. Further subdivision is not permitted.

Future activities in this area will ultimately be provided for by way of a plan change process which will be initiated when a majority of the Hobsonville Base Village Special Area is complete. Infrastructure resources will need to be available to provide for any expansion of development. It is expected that the primary future land use will be residential, although there will be substantial areas of open space, particularly in coastal locations, and also opportunities for mixed use development.