

DISTRICT PLAN

PROPOSED PLAN CHANGE 13

POLICY SECTION

1. 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.

2. AMEND SECTION 3.9 "SPECIAL AREAS" OF CHAPTER 3 "THE CITY'S ENVIRONMENT" BY ADDING THE FOLLOWING:

The following four Special Areas make up the former Hobsonville Airbase:

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.

3. 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 storm water and waste management infrastructure.

(ii) Insert the following after the last paragraph of the policy.

Settlement in urban growth areas north of the city shall 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 shall 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.

[ARTA 258/195](#)

(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.

4. AMEND POLICY 7.1, AS FOLLOWS:-

(i) After last paragraph of the policy:

Until such time as a further plan change confirms any replacement for the current policy and rule framework for management of the area, development that is dependent on a coastal location or ancillary to the marine industry or ferry activities 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.

[ARC 250/117](#)

(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.

5. INSERT A NEW POLICY 11.34, AS FOLLOWS:-

[ARC 250/115](#)

Hobsonville Airbase

Development at the former Hobsonville Airbase (which consists of the Hobsonville Marine Industry Special Area, the Hobsonville Base Village Special Area, the Hobsonville Future Development Special Area), shall be of a density, scale, design and character, and be sequenced in such a way, as to:

- accommodate a share (6,000 to 8,000 residents) of the City's projected population growth;
- create an employment precinct focused on marine industry, and making best use of the nearby deep channel in the Waitemata Harbour;
- make provision for a choice of living environments (including high and medium density as well as more conventional housing typologies), commercial, social and community facilities and employment opportunities;
- achieve forms of development and patterns of land use that are integrated with the transport concept shown on the Hobsonville Urban Area Concept Plan - Features, which are supportive of pedestrian, cycle and public transport use, located according to transport accessibility requirements where possible and which reduce reliance on private motor vehicles;

[ARC 250/130](#)

[ARTA 258/192](#)

- achieve a high standard of urban and pedestrian amenity through design, at Comprehensive Development Plan and other resource consent stages, that contributes to a positive sense of place and identity and minimises adverse effects, including reverse sensitivity effects, between residential and non-residential activities;

[ARC 250/118](#)

[WCC 257/101, 257/103, 257/160](#)

- provision for accessible areas of usable open space, including around the coast and of sufficient number and location to be within a walkable distance for all residents, and integrated with surrounding land uses;

[WCC 257/98](#)

- maintain valued elements of the Airbase's existing character, heritage, and the character of the coastal edge through the retention of selected buildings and features, sympathetic design and the location of buildings and open space;

[ARC 250/140](#)

[WCC 257/158](#)

- adopt sustainable infrastructure which minimises the effects of off site disposal of storm water and wastewater;
- incorporate and encourage the adoption of cost effective energy efficiency measures;
- ensure that no development proceeds without a Comprehensive Development Plan being in place, that, in accordance with the rules and criteria relating to

Comprehensive Development Plans, provides comprehensive parameters for the development of each entire precinct as shown on the Hobsonville Urban Concept Plan;

- ensure that Comprehensive Development Plans remain as approved once development within the relevant precinct has commenced, or be subject to a further resource consent;

WCC 257/96

- ensure that urban development within the Future Development Special Area occurs only subsequent to a plan change, to be introduced only when significant development has occurred or is committed within the Hobsonville Base Village Special Area.

EXPLANATION

The Hobsonville Airbase is divided into Special Areas, these being:

- The Hobsonville Marine Industry Special Area
- The Hobsonville Base Special Area (which is further divided into precincts)
- The Hobsonville Landing Special Area
- The Hobsonville Future Development Special Area

The rules for these special areas are intended to ensure that the redevelopment of the Airbase is carried out in a comprehensive and sustainable manner, that makes efficient use of the limited land resource, takes best advantage of its special qualities, achieves land use and transport integration, provides adequate amounts of open space, and results in a community with high environmental and amenity standards. The method used includes a requirement for a Comprehensive Development Plan approval prior to any development commencing. The requirement for a Comprehensive Development Plan provides for the certainty that development design will be coordinated, at least at a precinct level. At the same time, it provides the potential for flexibility with regard to such matters as bulk and location controls, as the comprehensive approach can ensure that one part of a precinct can relate satisfactorily to all other parts, and also to adjoining precincts.

WCC 257/96

WCC 257/155

Methods

District Plan Rules:

Special Area Rules

Comprehensive Development Plan Rules

City Wide Rules

Other District Plan Rules As Applicable

Clause 16 amendment

Policies for the Special Areas, and the individual Precincts of the Hobsonville Base Special Area are set out below.

6. INSERT A NEW POLICY 11.35, AS FOLLOWS

Development within the Hobsonville Marine Industry Special Area shall be subject to prior approval of a comprehensive development plan, prepared in accordance with the rules to meet the following policy provisions.

WCC 257/96

~~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:~~

Development within the Hobsonville Marine Industry Special Area shall be primarily for a range of employment-related activities that recognise the location of this land near to a deep water channel in the Waitemata Harbour, the position of the land next to mixed use including residential activities, and the existing landscape and heritage features, and views in to the site from the Waitemata Harbour and North Shore City (Beach Haven).

WPL 87/4, 87/6

MIA 63/3

NSCC 254/15

All development within this Special Area shall:-

- any development ensures the efficient and effective use of the limited land resource;
- ensure there are no more than minor adverse effects on natural resources, including water quality and native vegetation; WCC 257/128
- while landscape character may change (including through the establishment of large structures for boat building purposes), ensureing 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; WCC 257/156
- ensure adequate provision is made for roading, stormwater and wastewater drainage, and all other infrastructure; WCC 257/128
- ensure adequate provision is made for car parking, within Comprehensive Development Plan resource consents and in specific development consents, while encouraging reduced need for the use of cars (through such means as indicating likely employee numbers and provision to be made for access by public transport) and therefore car parking; 257/159 WCC
- ensure residents are protected from adverse effects on health and amenity values; WCC 257/128
- ensure the historical, cultural or spiritual significance of any site, or any waahi tapu of significance to iwi is recognised WCC 257/128
- achieve a high standard of urban and pedestrian amenity through design that minimises adverse effects, including reverse sensitivity effects, between residential and non-residential activities;
ARC 250/118
WCC 257/103, 257/160

- having regard to the above, ensure 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.

The following further policy provisions shall apply to areas within the Hobsonville Marine Industry Special Area as shown on the Hobsonville Peninsula Urban Concept Plan, the boundaries of which must be accurately determined on the required comprehensive development plan.

WPL 87/4, 87/6

MIA 63/3

Area “aa”

Activities developed within “Area aa” shall be restricted to Hobsonville Marine Industry Activities as defined in the Rules, with the primary activity on each site requiring or being directly associated with the need for large boat access to the deep water channel of the Upper Waitemata Harbour. The primary limitation of activities to this purpose recognises the rare quality of the deep water access of that resource, which should not be compromised by the introduction of activities that compromise efficient and sustainable utilisation that resource.

MIA 63/4

WPL 87/4, 87/7

Clause 16 amendment

It is recognised that buildings of a potentially large height and bulk may be developed in “Area aa”, to accommodate the construction of large boats. Such buildings need to be appropriately designed and coloured. These buildings shall also be part of a comprehensive layout and design alongside other development within Areas “aa”, “bb”, “cc” and “dd”, ensuring that the adverse effects of large scale buildings are mitigated in adjacent marine buffer areas and when viewed from outside the Hobsonville Marine Industry Special Area including from North Shore City (Beach Haven). As Area aa is close to, and in some cases adjoins areas that may be utilised for residential activities it is important that care be taken to ensure there are no more than minor adverse effects arising from noise, discharges to air or odour. Controls, such as buffers and the requirement to produce operational management plans, are proposed to ensure minimum standards of health and amenity.

WCC 257/157

NCC 254/15

Area “bb”

Activities developed within “Area bb” shall be restricted to Hobsonville Marine Industry Activities as defined in the Rules, provided that no activity shall be permitted that is not a Permitted Activity in respect of the Air Quality Section of the Auckland Regional Plan: Air Land and Water. Buildings established within “Area bb” are expected to be of a lesser height and bulk than buildings within “Area aa, and to have appropriate façade detailing to ensure a suitable interface is achieved to adjoining roads and/ or special areas. This may be achieved by having buildings of lesser height and bulk and of a higher design quality, for instance the office component of buildings, on the road side, but still adjoining larger factory-type buildings.

WCC 257/157

As Area bb is close to, and in some cases adjoins areas that may be utilised for residential activities it is important that care be taken to ensure there are no more than minor adverse effects arising from noise, discharges to air or odour. Controls, such as buffers and the requirement to produce operational management plans, are proposed to ensure minimum standards of health and amenity.

ARC 250/118 250/139

WCC 257/158

Area “cc”

Activities developed within “Area cc” shall be restricted to Hobsonville Marine Industry Activities as defined in the Rules, provided that no activity shall be permitted that is not a Permitted Activity in respect of the Air Quality Section of the Auckland Regional Plan: Air Land and Water. Any identified heritage buildings and their surrounds within “Area cc” shall be managed in accordance with a heritage management plan approved as part of the comprehensive development plan, and any new buildings are sensitive to the location and scale of the existing heritage buildings and their surrounds.

ARC 250/97, 250/139

Buildings adjoining the Hobsonville Base Village Special Area are expected to be of a lesser height and bulk and to have appropriate façade detailing to ensure a suitable interface is achieved, particularly to adjoining roads. This may be achieved by having buildings of lesser height and bulk and of a higher design quality, for instance the office component of buildings, on the road side, but still adjoining larger factory-type buildings.

WCC 257/156

As Area cc is close to, and in some cases adjoins areas that may be utilised for residential activities it is important that care be taken to ensure there are no more than minor adverse effects arising from noise, discharges to air or odour. Controls, such as buffers and the requirement to produce operational management plans, are proposed to ensure minimum standards of health and amenity

ARC 250/118

WCC 257/160

Area “dd”

Activities developed within “Area dd” may include residential and/or mixed use activities (except retail activities), but in all cases shall be associated with a building design that provides a visual buffer to the buildings in Area ‘aa’, and recognises the prominent position of this land in the landscape. In particular, it is important to avoid buildings of an industrial form and appearance, such as buildings with large solid walls facing northwards or eastwards out over the Waitemata Harbour and North Shore City (Beach Haven). Buildings will also need to be of a sufficient height to mitigate the visual effect of existing or possible industrial buildings within Area “aa”. No activity shall be permitted that is not a Permitted Activity in respect of the Air Quality Section of the Auckland Regional Plan: Air Land and Water.

WPL 87/1, 87/2

NSSC 254/15

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

ARTA 258/195

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, and views in to the site from the Waitemata Harbour and North Shore City (Beach Haven). Amenities and design standards adopted through the Comprehensive Development Plan process will need to address these concerns. In particular, buildings within Area "dd" will need to be designed to present an attractive appearance as viewed from the Waitemata Harbour and North Shore City (Beach Haven). This will include buildings being of sufficient height to mitigate the visual effect of existing or possible industrial buildings within Area "aa". within the Marine Industry Special Area and between that special area and adjoining areas of development, and the Consideration also needs to be given to the adequate provision of infrastructure.

[NSCC 254/15](#)

[Clause 16 amendment](#)

Methods

District Plan Rules:

[Special Area Rules](#)

[Comprehensive Development Plan Rules](#)

[City Wide Rules](#)

[Other District Plan Rules As Applicable](#)

7. INSERT A NEW POLICY 11.36, 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, its coastal location and its suitability for a range of sustainable urban development, focused on:-

[ARC 250/119](#)

- pursuing principles of urban sustainability and excellence of urban form, including (but not limited to) access to sunlight and daylight, and maintenance of amenity values;

[WCC 257/96](#)

- pursuing principles of non-reliance on the private motor vehicle as a necessary means of transport, through by encouraging higher density and mixed use development, integrating urban form, with public transport networks, pedestrian facilities and cycleways movement networks, and requiring a high standard of planning for integrated urban form and movement networks at the comprehensive development plan consenting stage and in subsequent consents;

[WCC 257/100](#)

- ensuring that land use development requiring the construction of new roads is compatible with a highly inter-connected roading system;

[Transit 259/3](#)

- efficient use of the land resource, including the provision of housing at a higher density than traditionally associated with suburban areas, and achieving requiring 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 (Hobsonville Base Village) community only, recognising the Hobsonville Village Centre as being the primary retail service centre for this area of the City;

WCC 257/102

- 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 and development; ,including, but not limited to, (wording to be added)

WCC 257/106

- 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;

WCC 257/107

- Once a Comprehensive Development Plan has been approved, changes to that approved plan will be assessed on a discretionary basis.

WCC 257/96

- Providing flexible provisions for car parking so that car parking areas are located where they do not compromise good site layout and overall urban form, and required numbers of car parks are limited to the minimum necessary using Council's Parking and Driveway Guideline as a starting point.

WCC 257/100

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~~ shall be avoided:-

WCC 257/99

ARTA 258/195

A. ~~Marlborough Crescent~~ Sunderland Head Precinct

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

ARC 250/131

ARTA 258/195

- no less than 328-379 household units

ARC 250/119, WCC 257/99, HLC 95/3

- retention of Village Green;
- retention of the heritage housing adjacent to the Village Green;
- 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;

- view shafts west along Marine Parade towards Buckley Avenue and North East down Wharf Road;
- provision of a view shaft to the landing from the eastern edge of the Village Green;
- provision for a **small scale** neighbourhood retail centre including **allowance for commercial/ office uses**, located, designed and sized such that it will provide a community/ shopping node sufficient to service the **convenience shopping** needs of the local community. **Retail activities in the neighbourhood retail centre shall be limited to **convenience retail**; at an average shop gross floor area of 200m², a maximum gross floor area of 500m² per shop and 2,000m² gross floor area overall. Outside the neighbourhood retail centre retail activities, including in any mixed use area, retail activities are to be limited to convenience shops (no more than 100m²) and restaurants (no more than 200m²), with no more than two adjoining retail premises in any one location. These controls are intended to ensure that retail activities are encouraged to locate in the Hobsonville Village Centre;**

Westfield 107/53,

Progressive 108/63, 108/71

- 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.
- **Retention and enhancement of coastal natural character through the provision of esplanade reserves/public open space and the provision of appropriate public access.**

ARC 250/119

~~B. Parade Ground Precinct~~

~~The Parade Ground Precinct shall 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:-~~

ARC 250/131

~~GB. Campus / Runway Park Precinct~~

~~The **College Campus** / Runway Park Precinct **should shall** be developed to~~

~~ARTA 258/195~~

- ~~**provide for no less than 637-674 household units;**~~

HLC 95/5

ARC 250/119,

WCC 257/99

- 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;

DC. Motorway Interchange Precinct

The Motorway Interchange Precinct ~~should~~ shall be developed to:-
 ARTA 258/195

- provide for no less than 54-96 household units;
 ARC 250/119, WCC 257/99, HLC 95/6
- ensure the integrity of the motorway interchange is protected by limiting access from the motorway access road north of Buckley Avenue;
 Transit NZ 259/4
- ~~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
- provide ~~sion~~ for a small scale neighbourhood retail centre including allowance for commercial/ office uses, located, designed and sized such that it will provide a community/ shopping node sufficient to service the convenience shopping needs of the local community. Retail activities in the neighbourhood retail centre shall be limited to convenience retail; at an average shop gross floor area of 200m², a maximum gross floor area of 500m² per shop and 2,000m² gross floor area overall. Outside the neighbourhood retail centre retail activities, including in any mixed use area, retail activities are to be limited to convenience shops (no more than 100m²) and restaurants (no more than 200m²), with no more than two adjoining retail premises in any one location. These controls are intended to ensure that retail activities are encouraged to locate in the Hobsonville Village Centre;

Westfield 107/54

Progressive 108/64

IMF 300/19

WCC 257/102

- Provide for additional mixed-use (non-retail development) including medium – high density residential activities and commercial/ office activities;

300/19 IMF

- Retain the Buckley Avenue Palms and surrounding character.

ED. Hudson Bay Precinct

The Hudson Bay Precinct ~~should~~ shall be developed to:-

[ARTA 258/195](#)

- ~~provide for no less than 215-169 household units;~~

[ARC 250/119](#), [WCC 257/99](#), [HLC 95/7](#)

- 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.

FE. Buckley Precinct

The Buckley Precinct ~~should~~ shall be developed to:-

[ARTA 258/195](#)

- ~~provide for no less than 283-247 household units;~~

[ARC 250/119](#), [WCC 257/99](#), [HLC 95/8](#)

- 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;
- ~~retention and enhancement of coastal natural character through esplanade reserves/public open space and the provision of appropriate public access.~~

[ARC 250/119](#)

GF. Triangle Precinct

The Triangle Precinct ~~should~~ shall be developed to:-

[ARTA 258/195](#)

- ~~provide for no less than 50 household units;~~

[ARC 250/119](#), [WCC 257/99](#)

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

HG. Base Housing Precinct

The Base Housing Precinct ~~should~~ shall be developed to:-
ARTA 258/195

- ~~provide for no less than 385-382 household units;~~

ARC 250/119, WCC 257/99, HLC 95/9

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

HH. Hobsonville Village Precinct

The Hobsonville Village Precinct ~~should~~ shall be developed to:-
ARTA 258/195

- ~~provide for no less than 197-152 household units;~~

ARC 250/119, WCC 257/99; HLC 95/10

- provide for mixed use activities adjacent to the existing retail centre, provided that, in order to encourage retail activities to locate in the Hobsonville Village Town Centre, the total amount of gross floor space allocated to retail sales shall not exceed 2,000m².

Westfield 107/55; Progressive 108/65

- 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 ~~City district~~ objectives for an efficient and sustainable urban form, as well as appropriately protecting and enhancing heritage values.

WCC 257/108

In order to best manage these resources this area has been identified as a special area, and has been further ~~divided 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.

WCC 257/109

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 Sunderland Head~~ and Motorway ~~Interchange~~ Precincts. ~~Limited provision is also made for mixed use development in other precincts.~~ While ~~the provision for some retail activity 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 Centre.~~

ARC 250/131

WCC 257/102, 257/110

Westfield 107/56; Progressive 108/66

Methods

District Plan Rules

Special Area Rules

Comprehensive Development Plan Rules

City Wide Rules

Other District Plan Rules As Applicable

Air Discharge Management Plan

Clause 16 amendment

Limited Access Road (Motorway Interchange Precinct C)

Transit NZ 259/4

8. INSERT A NEW POLICY 11.37A, AS FOLLOWS:-

Clause 16 amendment

The Hobsonville Future Development Special Area

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 (including areas adjacent to the coast), 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. A plan change providing for urban development of the Hobsonville Future Development Special Area may shall not commence be notified until no less than 80% of the expected number of household units are committed within each of there has been substantial completion of development within the ~~Parade Ground Sunderland Head (expected number 328 379 household units), Campus/ Runway Park (expected number 637 674 household units), Buckley (expected number 283 247 household units), and Hudson Bay (expected number 215 169 household units)~~ 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.

WCC 257/185

ARTA 258/195

HLC 95/4, 95/5, 95/7, 95/8,

The Future Development Area shall not be subdivided, developed or used in a manner which has the potential to:

- Undermine or prejudice the development of the Hobsonville Base Special Area in the manner anticipated by Policies 11.34 and 11.36;
- Undermine the potential for urban intensification, nor result in uncoordinated or inefficient provision of infrastructure;
- Compromise future development options for the area;
- Have adverse effects on the natural character of the coast or the heritage features of the area. [ARC 250/127](#)

Explanation

This area may be made available, by way of plan change, for future development, by way of a plan change, once further investigation and consultation has been undertaken and the specified minimum threshold of development has occurred in the Hobsonville Base Village Special Area. Achieving that threshold is important, as opening up too much land at one time can actively undermine the establishment of a compact, efficient settlement in a manner that future retrofitting cannot reliably infill. Limiting the land available at any one time encourages a more compact neighbourhood to develop. Once the minimum threshold of development has been reached a plan change can be notified and processed in order to enable urban development within the Future Development Special Area to proceed...and following appropriate further investigation and consultation.

[WCC 257/183](#)

Methods

District Plan Rules:

Special Area Rules

Countryside Environment District Plan Rules

[Clause 16 amendment](#)

9. INSERT A NEW POLICY 11.37B8, AS FOLLOWS:-

[Clause 16 amendment](#)

The Hobsonville Landing Special Area

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 As an initial stage of development 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, and some of the parking associated with ferry facilities. Activities that may frustrate utilisation of the deep water channel for these purposes must be avoided.

[WCC 257/177](#)

[WCC 257/178](#)

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.

It may not be possible (at either initial or later stages), to fully accommodate parking associated with a ferry facility within the Hobsonville Landing Special Area. In that event, possibilities for alternative parking may be sought in adjoining Special Areas.

WCC 257/178

Methods

District Plan Rules:

Special Area Rules

City Wide Rules

Other District Plan Rules As Applicable

Clause 16 amendment

10. 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 **h**Human **e**nvironments. 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. [WCC 257/128](#)

In these areas the district plan requires a comprehensive approach to the development of areas with defined characteristics. Generally, no development may commence until a Comprehensive Development Plan has been prepared.

The requirement for a Comprehensive Development Plan provides the certainty that design of development will be coordinated, at least at a Precinct level. At the same time, it provides the potential for flexibility with regard to such matters as bulk and location controls, as the Comprehensive Development Plan approach can ensure that one part of a precinct can integrate with all other parts, and also with adjoining precincts. While the Comprehensive Development Plan resource consent application may be made by one party, it is expected that all landowners that may be involved in the precinct covered by or immediately adjoining to a Comprehensive Development Plan will be involved in that plan’s development.

[Min. Education 159/8](#)

There are “City-Wide” Rules that apply in each of the Special Areas, including such matters as apartment design, street typologies and noise. These rules are applied either directly by cross-reference in the Special Area rules, or will be introduced as standards at comprehensive development plan resource consent stage.

[WCC 257/104](#)

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 ~~Sunderland Head-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. [ARC250/131](#)

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 ~~eight~~ nine “precincts” (see attached plan). Each precinct has its own characteristics, constraints and opportunities, and needs to be managed and developed in different ways.
[ARC 250/131](#)

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 ~~Hobsonville Base Village Special Area plan change~~ also includes two Concept Plans: ~~These are the~~ Hobsonville ~~Peninsula Urban~~ Concept Plan and the Hobsonville ~~Peninsula Urban~~ Concept Plan ~~4~~ – Features. The Hobsonville ~~Peninsula Urban~~ Concept Plan illustrates the precincts and major roading pattern, expected land uses and residential densities. The Hobsonville ~~Peninsula Urban~~ Concept Plan ~~4~~ – Features illustrates amenity and character features, ~~and key movement and public transport routes~~. 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.

[WCC 257/111](#)

[ARC 250/128, 250/136, 250/137](#)

[ARTA 258/192](#)

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 storm water 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 [Hobsonville Peninsula Urban](#) Concept Plan and [the relevant](#) comprehensive development plan.

[WCC 257/111](#)

[Min. Education 159/8](#)

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 manoeuvring 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.~~ [ARC 250/135](#)

The concept plan **also** shows **four** separate development areas. [WCC 257/128](#)

Area **A** “**aa**” 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. [ARC 250/135](#)

Area **E** “**bb**” is a “buffer” area between the heavier, bulkier activities and buildings and adjoining sites.

Area B “cc” contains existing buildings which are generally required to be retained.
[WCC 257/161](#)

The expectation is that Areas G “bb” and B “cc” will be occupied by ancillary marine industry activities such as offices and marine component builders. These areas, together with Area “dd” shall not be occupied by activities that would require a resource consent under the Air Quality section of the Auckland Regional Plan –Air, Land and Water.

[WPL 87/1, 87/2](#)
[ARC 250/139](#)
[WCC 257/161](#)

Area “dd” is located at the eastern end of the Special Area, adjacent to an open space area and overlooking the Waitemata Harbour. This area is visible from the Harbour and parts of North Shore City. It is important that development be of a design that recognises the need to ensure an appropriate standard of visual amenity. Area “dd” also presents a valuable opportunity for suitable residential and/or mixed use development, provided that it is designed appropriately to avoid effects, including reverse sensitivity effects, involving nearby marine industry activities.

[WPL 87/1, 87/2](#)

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.

[ARTA 258/193](#)

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

The Hobsonville Future Development Special Area comprises two parts. The larger, eastern part lies to the east of the Hobsonville Base Village Special Area and extends to the Upper Waitemata Harbour coastline. This area will, in time, form an appropriate extension of the urban area. There will be a number of matters to be addressed at that time, including potential public access and amenity areas around the Waitemata Harbour, the ecological values of the Harbour itself (the area is an important bird wading habitat) and landscape values.

The second area lies west of the Hobsonville Future Development Special Area. Subject to further investigation, this area could possibly be developed in future as an extension to the Marine Industry Special Area, or for mixed use development. This will be subject to ensuring that adverse effects between residential and non-residential uses do not occur, and that the integrity of the Hobsonville Future Development Special Area as an important business/ employment node is recognised.

[WCC 257/184](#)

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.~~ The Hobsonville Future Development Special Area may be made available for future development, by way of a plan change, once further investigation and consultation has been undertaken and the specified minimum threshold of development has occurred in the Hobsonville Base Village Special Area. Achieving that threshold is an important prerequisite, as enabling development on too much land at one time can actively undermine the establishment of a compact, efficient settlement in a manner that future retrofitting cannot reliably infill. Limiting the land available at any one time encourages a more compact neighbourhood to develop. Once the minimum threshold of development has been reached, a proposed plan change can be notified in order to enable urban development within the Future Development Special Area to proceed.

[WCC 257/184](#)

[Dept Conservation 175/1, 175/2](#)

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.

INSERT NEW RULES AS FOLLOWS

Rule 21	HOBSONVILLE BASE VILLAGE SPECIAL AREA
<p><u>RULES</u></p> <p><u>21.0 General</u></p> <p>(a) <u>The following rules shall apply to Any Activity on land and the subdivision of land situated in the Hobsonville Base Village Special Area.</u></p> <p>(b) <u>Where there is any conflict between the following rules and other rules in the Plan, the following rules shall prevail.</u></p> <p>(c) <u>The City Wide Rule 2 Site Analysis shall not apply to the assessment of any Comprehensive Development Plan. Clause 16 amendment</u></p> <p><u>21.1 Permitted Activities</u></p> <p><u>The following are Permitted Activities:-</u></p> <p>(a) <u>Filming Activities in existing buildings erected prior to 1 January 2000, provided that there is no structural change affecting the external appearance of those existing buildings, and no need for new infrastructure to service the activity.</u></p> <p>(b) <u>Any residential activity in a building established for a residential activity pursuant to Rules 21.2, 21.3 or 21.4.</u></p> <p>(c) <u>Home occupations meeting the following performance standards:</u></p> <ol style="list-style-type: none"> a. <u>no more than 5 persons are engaged in the home occupation, at least one of whom resides on the site; and</u> b. <u>the home occupation is carried out within an existing building; and</u> c. <u>the home occupation does not involve traffic generation involving a heavy traffic vehicle exceeding</u> 	<p><u>ASSESSMENT CRITERIA</u></p> <p><u>General Criteria</u></p> <p>21(a) <u>The extent to which any proposed Precinct _____ Comprehensive Development Plan has resulted from a process involving consultation with all landowners within that precinct and adjoining precincts (including within the Hobsonville Marine Industry Special Area), and which effectively implements the is consistent with the Hobsonville Concept Plan Hobsonville Peninsula Urban Concept Plan and Hobsonville Peninsula Urban Concept Plan 4 – Features, Policies 11.34 and 11.35 and the specific policies for each precinct as appropriate. HNZC 95/11, 95/12, Min Education 159/9, ARC 250/121</u></p> <p>21(b) <u>The extent to which any proposed development, t—and buildings and activities effectively implement are consistent with the Hobsonville Concept Plan Hobsonville Peninsula Urban Concept Plan, Hobsonville Concept Plan 1 – Features, the Hobsonville Peninsula Urban Concept Plan - Features, Policies 11.34 and 11.35 and the specific policies for each precinct as appropriate and the relevant Precinct Comprehensive Development Plan. Progressive 108/67, HNZC 95/11, 95/12, ARC 250/121</u></p> <p>21(c) <u>The extent to which <i>building design</i> themes established through design guidelines and other appropriate means will achieve:-</u></p> <ol style="list-style-type: none"> (i) <u>a community that models sustainability, particularly the principles of passive solar</u>

<p><u>two vehicle movements per week; and</u></p> <p>d. <u>except where goods are primarily ordered by mail or electronic transaction and redistributed by post or courier, any <i>retail sales</i> and services are confined to goods produced on site; and</u></p> <p>e. <u>the <i>home occupation</i>, apart from the parking of one vehicle is screened from the <i>adjoining sites</i> and the <i>road</i>.</u></p> <p>(d) <u>Signs which meet Rule 12 of the <i>Community Environment</i> rules in respect of any activity within a neighbourhood centre defined on a Comprehensive Development Plan approved pursuant to Rule 21.3(a), and in all other cases <i>signs</i> up to 0.1m² in <i>sign area</i>.</u></p> <p>(e) <u>Grazing</u></p> <p>(f) <u>the <i>upgrading of infrastructure</i> which has received a <i>resource consent</i> under these rules, and is a <i>Permitted Activity</i> or has received a <i>resource consent</i> under the following rules:</u></p> <p>i. <u>the <i>General Noise Standards</i> within the <i>City Wide Rules</i></u></p> <p>ii. <u>the <i>Heritage Rules</i></u></p> <p>iii. <u>the <i>Natural Area</i> within which the <i>site</i> is located</u></p> <p>iv. <u>odour, glare, <i>dust</i>, vibration, air discharges, <i>hazardous facilities</i> and <i>signs</i> rules applying to the <i>Human Environment</i> within which the <i>site</i> is located.</u></p> <p>AA Env 104/1</p> <p>(g) Parking for non residential activities is not to exceed the following performance standards:</p> <p>(i) one car park for every 25m² of gross floor area at ground floor or mezzanine level;</p> <p>(ii) one car park for every 35m² of gross floor area for floorspace not covered in (i) above;</p> <p>(iii) the following shall be the minimum number of loading</p>	<p>design and walkable neighbourhoods</p> <p>(ii) a character and appearance that will ensure a high standard of amenity values and avoid conflicts between activities within the relevant precinct and between that precinct and other precincts</p> <p>(iii) in areas of containing existing airbase houses, hangars and other ex-airforce buildings, <u>maintenance and enhancement of those features through comprehensive development planning and Heritage Management Plans, including achieving design integration with the intended surrounding development. an appearance that enhances and complements those existing buildings</u> WCC 257/97/117</p> <p>(iv) a consistent and attractive streetscape character</p> <p>(v) variations in building footprints, form and style rather than rows of buildings of the same footprint, form and style</p> <p>(vi) the articulation of any <i>building</i> facades which are visible from <i>roads</i></p> <p>(vii) <u>access by windows of habitable rooms to sunlight, daylight and outlook</u> WCC 257/120</p> <p>(viii) the use of permeable fencing except where <i>Residential Activities</i> need clear separation from <i>Non-Residential Activities</i></p> <p>(ix) The incorporation of existing views and natural features around the <i>Hobsonville Base Village Special Area</i>, including the natural landscape qualities of the environment adjacent to the coastal esplanade reserve.</p> <p>21(d) <u>The extent to which <i>activities, buildings, driveways, car parking</i> and other <i>development</i> are of a size, location, scale and <i>design</i> that will accommodate the proposed activity</u></p>
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<p>spaces to be provided in respect of:</p> <p>(a) General Goods Handling (retail, wholesale, manufacturing, etc):</p> <p>0-5,000m² - 1 space required 5,001-10,000m² - 2 spaces Greater than 10,000m² - 3 spaces plus 1 space per 7,500m² above 10,000m²</p> <p>(b) Non Goods handling (offices etc)</p> <p>0-20,000m² - 1 space required 20,001-50,000m² - 2 spaces Greater than 50,000m² - 3 spaces plus 1 space per 40,000m² above 50,000m²</p> <p>(iv) dwellings with one car park for every dwelling,; (v) disabled car parks are to be provided in accordance with NZS 4121 (1985) 'Design for Access and Use of Buildings and Facilities by Disabled persons'. (Note: these car parks shall comprise part of the parking numbers requirement)</p> <p>ARTA 258/225 Relocated from Permitted Activity Rule to Limited Discretionary Activity Rule and amended – see below</p> <p>21.2 Controlled Activities</p> <p>The following are <i>Controlled Activities</i>:-</p> <p>(1) Any new <i>building</i> or additions to a <i>building</i> solely intended for <i>residential activities</i>, provided that:</p> <p>(i) The activity complies with the relevant precinct Comprehensive Development Plan standards and conditions prepared and approved pursuant to Rule 21.3(a),</p> <p>(ii) Connections are available to <i>infrastructure</i> approved in accordance with Rule 21.3(f),</p> <p>(iii) The activity complies with the following standards in the <i>City-Wide Urban Design Rules</i> -</p>	<p>and complement the character of <i>buildings and development</i> of adjoining land, having regard to <i>existing buildings and features</i>, and the existing and potential use(s) of that adjoining land. WCC 257/117</p> <p>21(e) The extent to which redevelopment of, or additions and alterations to, <i>existing buildings</i> complement <i>existing development</i> having regard to:</p> <p>(i) the heritage values of the <i>Hobsonville Base Village Special Area</i> (in which case a <i>Heritage Management Plan</i> shall be required) WCC 257/117</p> <p>(ii) the architectural elements (including heritage elements) of the building which contribute to its character, such as cladding and fenestration WCC 257/117</p> <p>(iii) the visual appearance of the development from the road and reserves</p> <p>(iv) amenity values and neighbourhood character.</p> <p>21(f) The extent to which the character, scale and intensity of <i>Non-Residential Activities</i> are compatible with the amenity values, neighbourhood character and heritage values of the <i>Hobsonville Base Village Special Area</i> and adjoining areas.</p> <p>21(g) The extent to which any <i>development</i> provides a good standard of aural amenity, appropriate hours of activity, traffic mitigation in relation to noise, odours and particularly in relation to potential conflicts WCC 257/118 between <i>residential activities</i> and <i>non-residential activities</i>.</p> <p>21(h) The extent to which <i>landscape treatment</i> and <i>development</i> complements and enhances the natural landscape character of adjoining land, the coastal margin</p>
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<p style="text-align: center;"><u>"Design—Intensification Developments":-</u></p> <p>WCC 257/130</p> <p>(a) Rule 1 – in relation to any <u>development</u> containing <u>Apartments</u></p> <p>(b) Rule 3 – in relation to the relevant nominated street frontage typology in a <u>Comprehensive Development Plan</u></p> <p>(iv) The activity complies with Rule 1.10 of the <u>City Wide Rules – Residential Activities – Noise Attenuation General—Noise Standards</u></p> <p>Clause 16 amendment</p> <p><u>Assessment of Controlled Activity applications will be limited to matters of design, construction, location, provision to be made for transport systems and the integration of those systems with land use, health and safety and matters within Assessment Criteria 21(a) – 21(bb), and relevant assessment criteria in the specified City Wide Rules</u></p> <p><u>21.3 Limited Discretionary Activities</u></p> <p>The following are <u>Limited Discretionary Activities</u>:-</p> <p>(a) A <u>Comprehensive Development Plan</u> for any one or more of the following precincts as shown on the <u>Hobsonville Peninsula Urban Concept Plan HNZC 95/11, 95/12, ARC 250/121</u> provided that the specified <u>General Standards (Rule 21.3 (g)) and Precinct Standards (Rule 21.3(h))</u> and any relevant standards in the <u>City-Wide Urban Design Rules - "Design—Intensification Developments" WCC 257/130</u> are satisfied, and provided further that <u>any consent under this Rule shall be limited to the first Comprehensive Development Plan only in respect of each precinct (any further Comprehensive Development Plan or any amendment to a Comprehensive</u></p>	<p>and views into the land from the <u>Waitemata Harbour.</u></p> <p>21(i) The extent to which a <u>comprehensive demonstrated landscape concept treatment theme</u> will ensure that <u>potential adverse effects of development</u> are avoided, remedied or mitigated and that a high standard of amenity is achieved <u>consistent with the overall existing or introduced environmental context.</u> WCC 257/145, 257/146</p> <p>21(j) The extent to which the selection of <u>planting types</u> are related to <u>living spaces and outdoor space, relationship to the road and ongoing maintenance requirements.</u></p> <p>21(k) The extent to which areas of <u>open space, planting and streetscape treatment</u> are used to offset the <u>visual impact of buildings and development;</u></p> <p>21(l) The extent to which <u>signs</u> are:-</p> <p>(i) <u>visually appropriate to the neighbourhood character</u></p> <p>(ii) <u>of a height which avoids the sign dominating the neighbourhood and nearby structures</u></p> <p>(iii) <u>do not create a situation hazardous to the safe movement of traffic.</u></p> <p>21(m) The extent to which any <u>development adversely affects the historical, cultural or spiritual significance of any site or area, or any waahi tapu of significance to iwi.</u> ARC 250/141</p> <p><u>Transportation Criteria</u></p> <p>(note: all of the following assessment criteria are to be addressed in a <u>Transport Management Plan</u> prepared to satisfy the standards in Rule 21.3 (g)(xii-iii)). WCC 257/147</p> <p>21(n) The extent to which development has</p>
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Development Plan shall be a Discretionary Activity pursuant to Rule 21.4) :-

- The ~~Marlborough Crescent~~ ~~Sunderland Head~~ Precinct
- ~~The Parade Ground Precinct~~
- The Campus/ Runway Park Precinct
- The Motorway Interchange Precinct
- The Hudson Bay Precinct
- The Buckley Precinct
- The Triangle Precinct
- The Hobsonville Village Precinct
- The Base Housing Precinct

ARC 250/131
WCC 257/131

~~The City Wide Rule 2 Site Analysis shall not apply to the assessment of the Comprehensive Development Plan.~~
Clause 16 amendment – relocated to Rule 21.0

(b) Any *Mixed Use Activity*, provided that connections are available to *infrastructure* approved in accordance with Rule 21.3(g), and provided further that the activity complies with the following ~~standards and conditions~~:-

- (i) ~~the relevant Precinct Comprehensive Development Plan standards and conditions prepared and approved pursuant to Rule 21.3(a) or Rule 21.4~~ ARC 257/122
- (ii) in relation to the *City-Wide Urban Design Rules - "Design – Intensification Developments"* WCC 257/130, WCC 257/133:-
 - (a) Rule 1 – in relation to any *development* containing *Apartments*
 - (b) Rule 3 – in relation to the relevant nominated street frontage typology in a *Comprehensive Development Plan*
- (iii) Rule 1.10 of the *City Wide Rules*

been designed to integrate land uses with transport systems, through the use of an integrated transport assessment methodology for major trip generating activities, including provision for public transport within the precinct, between precincts, and beyond the Base Village Special Area. (Note, it is expected that in the development of comprehensive development plans, there will be consultation with the Auckland Regional Council, the Auckland Regional Land Transport Authority and Transit New Zealand).

ARTA 258/222

21(o) The extent to which ~~a demonstrated design of theme for~~ streets and public lanes will ensure well-connected, attractive and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, car parking, infrastructure services, street-tree planting, and landscape treatment consistent with the overall existing or introduced environmental context. WCC 257/128, 257/145,

21(p) The extent to which the secondary roading network provides 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 the town centre core.

21(q) The extent to which provision has been made for public transport facilities, including a public transport interchange, taxi stops and bus stops.

21(r) The extent to which traffic generation from proposed activities creates adverse effects on:

- (i) The capacity of roads giving access to the site;
- (ii) The safety of road users including cyclists and pedestrians;
- (iii) The sustainability of the primary road network;

<p style="text-align: center;"><u>Residential Activities – Noise Attenuation General Noise Standards</u> Clause 16 amendment</p> <p>(iii) the relevant Precinct Comprehensive Development Plan standards and conditions prepared and approved pursuant to Rule 21.3(a) or Rule 21.4 ARC 257/122</p> <p>(c) Any <i>non-residential activity</i> not meeting the standards in Rule 21.1, including any new <i>building</i> proposed for that activity provided that:</p> <p>(i) The activity complies with the relevant Precinct's Comprehensive Development Plan standards and conditions prepared and approved pursuant to Rule 21.3(a) or Rule 21.4</p> <p>(ii) The activity meets the standards of Rule 3 City-Wide Urban Design Rules 3 - "Design Intensification Developments", in relation to the relevant nominated street frontage typology in a Comprehensive Development Plan WCC 257/134</p> <p>(iii) Connections are available to <i>infrastructure</i> approved in accordance with Rule 21.3(g)</p> <p>(d) Any <i>sign</i> not meeting the standards of Rule 21.1(d)</p> <p>(e) The creation of Subdivision of any site which:- ARC 250/122</p> <p>(i) complies with the relevant Precinct Comprehensive Development Plan standards and conditions prepared and approved pursuant to Rule 21.3(a) or Rule 21.4, or</p> <p>(ii) comprises the <i>site</i> specified in a <i>land use consent</i></p> <p>(iii) is intended solely to define the</p>	<p>(iv) <u>neighbourhood character.</u></p> <p><u>(Note: Transit NZ interprets sustainability of the primary roading network as preserving the transport function of the State Highway network, to maintain the optimum level of speed and capacity.</u></p> <p>Transit NZ 259/5</p> <p>21(s) The extent to which <i>car parking</i> accommodates the expected demands of an activity, having regard to the relative locations of the activity and the <i>car parking</i> serving that activity, the possible joint use of <i>car parking</i>, public transport alternatives, limitations through covenants or similar legal mechanisms on car ownership, and relevant parking guidelines <u>(see the Waitakere City Parking and Driveway Guideline).</u> WCC 257/119</p> <p>21(t) The extent to which <i>car parking</i> is provided for within a 5 minute walking distance of land use activities, rather than necessarily adjoining those activities or in the same precinct, except in the case of <i>retail activities</i> and other <i>non-residential activities</i> which require on site or close-by <i>car parking</i>.</p> <p>21(u) The extent to which <i>car parking</i> is designed having regard to:-</p> <p>(i) <u>the capacity of roads giving access to the site;</u></p> <p>(ii) <u>the safety of road users including cyclists and pedestrians;</u></p> <p>(iii) <u>a perimeter block layout where <i>car parking</i> is provided behind <i>buildings</i> or in basements or on roofs, except for kerbside parking, so that the main "activity frontage" for <i>buildings</i> is oriented towards roads rather than parking areas;</u></p> <p>(iv) <u>provide <i>car parking</i> areas which are secure, well lit and conveniently accessible for residents/ workers.</u></p>
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<p>boundary of a <i>Special Area</i>, or precinct as shown on the Hobsonville <u>Peninsula Urban Concept Plan</u> and Hobsonville <u>Peninsula Urban Concept Plan 4 – Features</u> HNZC 95/11, 95/12, ARC 250/121</p> <p><u>provided that subdivision Rule 3 and/or Rule 4 (as appropriate) – <i>Living Environment</i> also applies, except in an area nominated on a Comprehensive Development Plan as a neighbourhood centre, in which case subdivision Rule 5 – Working and Community Environment applies.</u></p> <p>(f) <u>The establishment <i>and upgrading</i> of infrastructure.</u> AAE104/2</p> <p><u>(g) General Standards for Comprehensive Development Plans</u></p> <p><u>Each Comprehensive Development Plan shall include provision for all relevant components of the Hobsonville <u>Peninsula Urban Concept Plan</u> and Hobsonville <u>Peninsula Urban Concept Plan 4 – Features</u> HNZC 95/11, 95/12, ARC 250/121 for the whole of the relevant precinct and any <i>infrastructure</i> required to service that precinct, and shall include:-</u></p> <p>(i) <u>The exact boundaries between the precinct and adjoining precincts</u></p> <p>(ii) <u>The exact location and <i>design</i> of Principle Roads and other proposed roads.</u> WCC 257/135</p> <p>(iii) <u>The nomination of <i>streetscape types—the relevant street frontage typologies from the <u>City-Wide Urban Design Rule 3</u></i></u> WCC 257/115, 257/136, 257/153</p> <p>(iv) <u>The exact location and <i>design</i> of the <u>Coastal Walkway</u></u> WCC 257/128</p> <p>(v) <u>Identification of the main <i>pedestrian routes that provide circulation around each precinct and between</i></u></p>	<p>21(v) <u>The extent to which activities provide for on site loading facilities for service vehicles, delivery vehicles, rubbish collection vehicles.</u></p> <p>21(w) <u>The extent to which adequate provision is made for access to <i>car parking</i> and vehicle maneuvering.</u></p> <p><u>Infrastructure Criteria</u></p> <p><u>(note: all of the following assessment criteria are to be addressed in an Infrastructure Management Plan (that takes cognisance of the January 2007 Integrated Transport Assessment) prepared to satisfy the standards in Rule 21.3 (g)(xiii vi)).</u> LTNZ 127/21 WCC 257/148</p> <p>21(x) <u>The extent to which the <i>infrastructure</i> provided to serve any new <i>development</i> complies with the Waitakere City Code of Practice or an equivalent recognised public standard.</u></p> <p>21(y) <u>The extent to which <i>roads</i> create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.</u></p> <p>21(z) <u>The extent to which a demonstrated street lighting theme will assist in creating and enhancing a consistent and safe character throughout the relevant precinct and the <i>Hobsonville Base Village Special Area</i> as a whole <u>consistent with the overall existing or introduced environmental context.</u> WCC 257/128. 257145</u></p> <p>21(aa) <u>The extent to which stormwater management features such as rain gardens, swales and permeable paving are incorporated into <i>road design</i>.</u></p> <p>21(ab) <u>The extent to which the <i>design</i> and</u></p>
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<p><u>precincts, to schools, parks and community services, and how they are integrated with public transport nodes and bus stops.</u></p> <p>WCC 257/123</p> <p>(vi) <u>The exact location and design of proposed areas of open space, open space and ecological linkages, natural features to be retained and/or enhanced, and areas to be developed for storm water treatment and detention purposes, consistent with the relevant network discharge consent</u></p> <p>ARC 250/138</p> <p>(vii) <u>Low impact design and source control of contaminants in accordance with the integrated catchment management plan</u></p> <p>ARC 250/138</p> <p>(viii) <u>The proposed location of residential and non-residential activities</u></p> <p>WCC 257/137</p> <p>(ix) <u>The means by which provision is to be made for the maintenance of aural amenity, particularly between residential and non-residential activities</u></p> <p>(x) <u>The method by which the development of each precinct is to be managed staged, and the means of managing any vacant land through the staging process, and how precincts will relate to each other and other surrounding land/ coast</u></p> <p>WCC 257/138</p> <p>(xi) <u>A site development/building design guide for the relevant precinct</u></p> <p>(xii) <u>A transport management plan in accordance with assessment criteria 21(n)-(w) including traffic modelling</u></p> <p>LTNZ 127/21 ARC 250/122</p> <p>(xiii) <u>An infrastructure management plan in accordance with</u></p>	<p><u>construction of roads is capable of providing access to the wider movement network.</u></p> <p>21(ac) <u>The extent to which the design of theme for streets and public lanes conserves land and encourages walkability by using minimal dimensions for carriageways and integrating service lines beneath footpaths or parking bays consistent with the overall existing or introduced environmental context.</u> WCC 257/145</p> <p>21(ad) <u>The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure techniques are used to minimise water use and generation.</u></p> <p>21(ae) <u>The extent to which the 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.</u></p> <p>21(af) The extent to which recognition has been given to the document “3 Waters Infrastructure Management Initiatives: Hobsonville Peninsula” when designing infrastructure. WCC 257/149</p> <p>21(af ag) <u>The extent to which provision for storm water management and land use disposal meets the Catchment Management Plan requirements of the Integrated Catchment Management Plan – Hobsonville Peninsula. Development shall not cause a non-compliance with the conditions of consent for network discharge consent for Auckland Regional Council Permit 27016., in a way that best complements design themes for the relevant precinct, such as locating stormwater ponds adjacent to open space and pedestrian linkage opportunities.</u> ARC 250/138</p> <p>21(ag ah) <u>The extent to which an</u></p>
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<p><u>assessment criteria 21(x)-(ah) including traffic modelling</u></p> <p>LTNZ 127/21 ARC 250/122</p> <p>(xiv) <u>A heritage management plan, including, but not limited to, a heritage inventory, how the heritage values will be protected and enhanced, and a heritage design statement</u></p> <p>WCC 257/97, 257/117 ARC 250/140</p> <p>(xv) <u>The nomination of areas to which City Wide Noise Rule 1.10 (mixed use development – Residential Activities – Noise Attenuation) shall apply</u></p> <p>HNZC 95/15 Clause 16 amendment</p> <p>(xvi) <u>The design of all strategic road linkages as identified on the Hobsonville Peninsula Urban Concept Plan</u></p> <p>ARC 250/128</p> <p><u>(xvii) Confirmation that</u></p> <p>(1) <u>Carparking for non residential activities will not exceed one car park for every 25m² of gross floor area at ground floor or mezzanine level;</u></p> <p>(2) <u>One car park for every 35m² of gross floor area for floorspace not covered in (1) above;</u></p> <p>(3) <u>The minimum number of loading spaces to be provided in respect of General Goods Handling activities (retail, wholesale, manufacturing, etc) will be</u></p> <p>a. <u>up to 5,000m² gross floor area - 1 loading space</u></p> <p>b. <u>5,001-10,000m² gross floor area - 2 loading spaces</u></p> <p>c. <u>Greater than 10,000m² gross floor area - 3 loading spaces plus 1 loading space per 7,500m² above 10,000m²;</u></p>	<p><u>integrated approach to stormwater management is adopted for stormwater mitigation, with the emphasis being in the first instance on the reduction of stormwater generated from sites through reuse of stormwater and increase permeable areas, including decompaction of soils following earthworks. (Note: Catchment wide stormwater management facilities such as wetlands and treatment ponds shall only be used as a final form of treatment, not the primary form).</u></p> <p><u>21(ah aj) The extent to which stormwater retention and treatment facilities are to be designed to retain in stream ecological values and added additional habitat (e.g. wetlands) where possible.</u></p> <p><u>21(ai aj) The extent to which development retains, enhances and provides protection for riparian margins, coastal edges and esplanade reserves.</u></p> <p><u>21(aj ak) The extent to which areas of public open space are developed to protect and enhance natural and character features.</u></p> <p><u>21(ak al) The extent to which areas of public open space are provided and developed so that they are:-</u></p> <p>(i) <u>readily visible and accessible, such as with a generous street frontage or bordering onto yards of sites and preferably front faces of buildings, with no fencing or permeable fencing along boundaries</u></p> <p>(ii) <u>are located to provide visual relief, particularly in intensively developed areas</u></p> <p>(iii) <u>are integrated with surrounding development</u></p> <p>(iv) <u>are sized and developed according to community and neighbourhood needs (having regard to any current and/or proposed Council Parks and</u></p>
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(4) The minimum number of loading spaces to be provided in respect of Non Goods handling activities (offices etc) will be

- 0-20,000m² gross floor area - 1 loading space
- 20,001-50,000m² gross floor area - 2 loading spaces
- Greater than 50,000m² gross floor area - 3 loading spaces plus 1 loading space per 40,000m² above 50,000m²;

(5) Maximum car parking for residential activities will not exceed one car park for every dwelling with up to one bedroom and two car parks for every dwelling with two or more bedrooms; and

(6) Disabled car parks are provided in accordance with NZS 4121 (1985) 'Design for Access and Use of Buildings and Facilities by Disabled persons'. (Note: these car parks shall comprise part of the parking numbers requirement)

WCC 257/100, 257/212,
ARTA 258/202, 258/225

(h) Precinct Standards for Comprehensive Development Plans

(Note: Number References relate to the Hobsonville Peninsula Urban Concept Plan-Features) HNZC 95/11, 95/12, ARC 250/121, WCC 257/139

The ~~Marlborough~~ ~~Crescent~~ Sunderland Head Precinct (Precinct A) ARC 250/131

The Comprehensive Development Plan for the Marlborough-Crescent Sunderland Head ARC 250/131 Precinct is to provide details of:-

Open Space Strategy)

(v) are easily maintained.
WCC 257/150

21(al am) The extent to which the coastal walkway and all other walkways are designed to be:-

- suitable and safe for regular pedestrian use
- easily visible and accessible
- located in front of rather than behind adjoining development
- linked to the public walkway and cycleway network.

21(am an) The extent to which earthworks and other site works are undertaken in such a way as to avoid adverse effects on watercourse, areas of ecological values and neighbouring properties arising from changes in landform and the generation of sediments.

Precinct-Specific Design Criteria

Sunderland Head—Marlborough Crescent Precinct ARC 250/131

21(an ae) The extent to which a high quality of landscape treatment is achieved for the Catalina Green and it's adjacent bounding streets.

WCC 257/151

21(ao ap) The extent to which the mixed use activity building(s) south of Hudson Bay Road are suitably designed and orientated to avoid more than minor adverse effects in respect of noise, odour and visual amenity for act as a visual and aural buffer in respect of activities located within the Hobsonville Marine Precinct Special Area.

ARC 250/118

WCC 257/160

Parade Ground Precinct ARC 250/131

21(ap aq) The extent to which there is a

<p>(i) <u>Proposals for landscape treatment of the Catalina Green and it's bounding streets (1)</u></p> <p>(ii) <u>Establishment of headland reserves at Harrier Point (2) and Sunderland Head (3), and the protection and enhancement of viewshafts from them</u></p> <p>(iii) <u>The development of Hudson Bay Road as a two-way street with footpaths to the waterfront (4)</u></p> <p>(iv) <u>Provision to be made for carparking, and, where relevant, loading or service bays for all proposed activities</u></p> <p>(v) <u>Through an appropriate Heritage Management Plan, provision for retaining the officer housing and associated areas in Marlborough Crescent 5)</u></p>	<p><u>design theme established which, for the entire Precinct, reflects an inter-war air force theme.</u></p> <p><u>21(ar af) The extent to which provision is made for office, retail and education activities.</u></p> <p><u>21(ar as) The extent to which the neighbourhood retail centre is developed in such a way as :-</u></p> <p>(i) <u>it is easily accessible by car, walking and cycling</u></p> <p>(ii) <u>it has an attractive street frontage, with buildings located on the street frontage with generous display space</u></p> <p>(iii) <u>activities are designed to serve the local neighbourhoods, rather than a wider area and recognises the Hobsonville Village Centre as being the focus for future retail and commercial development in the Hobsonville area.</u></p>
<p>ARC 250/140</p> <p>(vi) <u>Provision for a direct public footpath link from Marlborough Crescent to the Landing Special Area (5)</u></p> <p>(vii) <u>Through an appropriate Heritage Management Plan provision for retaining the Catalina block, or rebuilding or modifying that building in a style that is representative of the existing character</u></p>	<p>108/68 Progressive</p> <p>(iv) <u>it has provision for activities other than retail, including residential activity above ground floor level</u></p> <p>(v) <u>it contains and will maintain a distinctive and consistent design theme</u></p> <p>(vi) <u>it is adequately provided with parking and infrastructure.</u></p>
<p>ARC 250/140 WCC 257/128</p> <p>(viii) <u>Provision for a Mixed Use Activity building or buildings south of Hudson Bay Road (4)</u></p> <p>(ix) <u>Provision, wherever existing buildings are not to be retained, for apartment buildings or Mixed Use Activity buildings</u></p> <p>(x) <u>An indicative layout of proposed sites</u></p> <p>(xi) <u>The location of bus stops</u></p> <p>(xii) <u>Design Guidelines including standards and conditions which are developed to achieve the matters outlined in</u></p>	<p>Runway Park/ Campus Precinct</p> <p><u>21(as at) The extent to which any fencing of Runway Park complements development of the surrounding neighbourhood, is reasonably transparent (wrought iron or similar), is required to delineate areas of periodic exclusive use and, where necessary, is able to be closed closeable during school hours. WCC 257/128</u></p> <p><u>21(at au) The extent to which schools are built intensively, (generally 2-3-storeys high), and buildings relate</u></p>

<p>(xiii) <u>Policy 11.35</u> <u>The manner by which development of the precinct is to be staged and the means of managing any vacant land during the staging process</u></p> <p>(xiv) <u>The proposed method by which no less than 328 130 379-ARC 250/131, household units will be provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3).</u></p> <p>HCNZ 95/3 HCNZ 95/4</p> <p>(xv) <u>Provision for the protection and enhancement of the coastal margin as esplanade reserve, and the provision of public access to and along the coast.</u></p> <p>ARC 250/122 <u>The Parade Ground Precinct (Precinct B)</u> ARC 250/131</p> <p><u>The Comprehensive Development Plan for the Parade Ground Precinct is to provide details of:-</u> ARC 250/131</p> <p>(xvi) <u>Through an appropriate Heritage Management Plan P</u>provision for retaining the external components of the Cadet HQ building, as well as the flagpole and parade ground (8)</p> <p>ARC 250/140</p> <p>(xvii) <u>Through an appropriate Heritage Management Plan R</u> retaining of Mill House <u>and the Chapel</u> and associated land/gardens as heritage buildings and public open space (14)</p> <p>ARC 250/140, WCC 257/97</p> <p>(xviii) <u>Provision for apartment buildings, on Buckley Road</u></p> <p>(xix) <u>Through an appropriate Heritage Management Plan</u></p>	<p><u>to the street and Runway Park.</u></p> <p>21(au av) <u>The extent to which fencing of the schools and Runway Park does not compromise their shared use.</u></p> <p>21(av aw) <u>The extent to which there has been consultation with the Waitakere City Council about opportunities for shared community use of school facilities.</u></p> <p><u>Hudson Bay Precinct</u></p> <p>21(aw ax) <u>The extent to which there is a design theme established which, for the entire Precinct, reflects an inter-war airforce theme.</u></p> <p><u>Motorway Interchange Precinct</u></p> <p>21(ax ay) <u>The extent to which the neighbourhood retail centre is developed south of the intersection of Squadron Drive (Motorway access road) and Buckley Avenue in such a way as :-</u></p> <p>IMF 300/19, 300/20</p> <p>(i) <u>the design and location provides for an attractive gateway to the community;</u></p> <p>WCC 257/122</p> <p>(ii) <u>it is easily accessible by car, walking and cycling</u></p> <p>(iii) <u>retail activities are designed to serve the local neighbourhoods, rather than a wider area, and recognise the Hobsonville Village Centre as being the focus for future retail development in the Hobsonville area. 108/69 Progressive</u></p> <p>(iv) <u>it may contain car-orientated activities, such as a service station, but not car sales yards yard-based activities</u></p> <p>WCC 257/152</p> <p>(v) <u>it has provision for activities other than retail</u></p> <p>(vi) <u>it contains and will maintain a distinctive and consistent</u></p>
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<p><u>Provision for retaining within the <i>Hobsonville Base Village Special Area</i> the inter-war cottages currently located on the south side of Marine Parade (9)</u></p> <p>ARC 250/140</p> <p>(xx) <u>Provision for opening up the viewshaft down Marine Parade, and establishing a pedestrian connection to the old wharf (10)</u></p> <p>(xxi) <u>Provision for opening up the viewshaft down Beach Rd and establishing a pedestrian connection to the foreshore beach (11)</u></p> <p>(xxii) <u>Provision for development to front the <i>Coastal Walkway</i> running along the top of the escarpment from the end of Marine Parade to the end of Beach Rd (12) WCC 257/128</u></p> <p>(xxiii) <u>Provision, including exact boundaries, for a neighbourhood retail centre, retail <i>gross floor area</i> not to exceed 2,000m², with individual tenancies retail shops not to exceed an average gross floor area of 200m² or a maximum individual tenancy size gross floor area of 500m²</u></p> <p>Westfield 107/57; Progressive 108/71 WCC 257/121</p> <p>(xxiv) <u>Provision for <i>retail activities outside the neighbourhood retail centre, including in any mixed use area or mixed use building, provided that retail activities shall be limited to:-</i></u></p> <ul style="list-style-type: none"> • <u><i>convenience shops not exceeding a gross floor area of 100m²; and</i></u> • <u><i>restaurants not exceeding a gross floor area of 200m²; and</i></u> • <u><i>no more than two adjoining retail activities in any one location.</i></u> 	<p><u>design theme</u></p> <p>(vii) <u>it is adequately provided with parking and infrastructure.</u></p> <p><u>Hobsonville Village Precinct</u></p> <p><u>21(ay) The extent to which retail activities are designed to service the local neighbourhoods rather than the wider area recognising the Hobsonville Village Centre as being the focus for future retail and commercial development in the Hobsonville area.</u> Progressive 108/70</p> <p><u>Other Criteria</u></p> <p><u>21(az) The provision of pedestrian and cyclist networks throughout the Precinct, and linked to adjoining precincts and the Hobsonville Village Town Centre</u> ARTA 258/191</p> <p><u>21(ba) The extent to which there has been consultation with the Auckland Regional Council regarding the co-ordination of consent requirements, in order to ensure comprehensive planning of all required development is achieved.</u></p> <p><u>21(bb) The extent to which all relevant assessment criteria under the “Other Rules Applying” are addressed in any resource consent.</u></p> <p><u>21(bc) The extent to which more than minor adverse effects can be adequately avoided, remedied, mitigated or offset through provision of works and services on or off the site and/or through payment on or off site and/or through payment or provision of a financial contribution, including an upgrading contribution.</u></p> <p><u>Note: See also Policies: 1.1, 1.5, 1.7, 1.8, 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 2.1, 2.12, 2.13, 2.15, 3.3, 3.4, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.1, 8.2, 8.3, 8.4, 8.5, 8.7, 8.9, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8.</u></p>
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<p><u>(renumber xxiv – xxv to xxv – xxvi)</u> <u>Clause 16 amendment</u></p> <p>(xxv) <u>Provision of bus-stops to serve the neighbourhood retail centre</u></p> <p>(xxvi) <u>Provision to be made for car parking, and, where relevant, loading or service bays for all proposed activities</u></p> <p>(xxvii) <u>Development should avoid large individual tenancies (a maximum individual tenancy size of 500m² and maximum average size of 200m²);</u> <u>Clause 16 amendment</u></p> <p>(xxvii) <u>All premises to have externally-focussed active street edges and the ability to be integrated with other commercial and residential development</u></p> <p>WCC 257/121</p> <p>(4) <u>Provision, wherever existing buildings are not to be retained, for apartment buildings or Mixed Use Activity buildings</u></p> <p>(5) <u>An indicative layout of proposed sites</u></p> <p>(6) <u>The location of bus stops</u></p> <p>(7) <u>Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35</u></p> <p>(8) <u>The manner by which development of the precinct is to be staged and the means of managing any vacant land during the staging process</u></p> <p>(9) <u>The proposed method by which no less than 198 household units will be provided for within this precinct</u></p> <p>ARC 250/122</p> <p><u>The Campus/ Runway Park Precinct (Precinct BG)</u> <u>ARC 250/122</u></p> <p><u>The Comprehensive Development</u></p>	<p>10.9,10.10, 10.11, 10.12, 10.13, 10.14, 10.16, 10.17,10.18, 10.19, 10.20, 10.22, 10.23,10.27, 11.1,11.2, 11.3, 11.5, 11.6, 11.7, 11.8, 11.10, 11.11, 11.12, 11.13, 11.14, 11.18, 11.23, 11.27, 11.28, 11.32, 11.34, 11.36, 11.47, 12.1,12.2,12.3,12.4, 12.5, 12.6, 12.7, 12.8. <u>Policy Section 6.2.15</u></p> <p>WCC 257/126 <u>Clause 16 amendment</u></p> <p>(Policy Section of the Waitakere District Plan)</p> <p><u>RESOURCE CONSENT CONDITIONS</u></p> <p>In granting a <i>resource consent</i> Council may impose conditions. Conditions may include any one or more of the following matters:</p> <ul style="list-style-type: none"> • <u>Requiring alterations to <i>design</i> and/or location and the application of street frontage typologies</u> WCC 257/115 • <u>Requiring the provision of a <i>landscape treatment</i> plan and implementation of that plan within a given time</u> • <u>Limiting the scale of <i>activities</i> and other <i>development</i></u> • <u>The imposition of a <i>bond</i> to ensure satisfaction of conditions of consent</u> • <u>Requiring an acoustic consultant report to confirm required noise standards will be met</u> • <u>Requiring measures in respect of proposals for <i>residential activities</i> to attenuate potential adverse effects from adjoining or nearby <i>non-residential activities</i>.</u> • <u>Allowing a 10 year consent period in respect of Comprehensive Development Plan consents</u> WCC 257/124 • <u>Requiring <i>financial contributions</i> in accordance with the <i>Plan</i>.</u> • <u>Requiring <i>onsite</i> or <i>offsite</i> works and services to avoid, remedy, mitigate or offset <i>adverse effects</i></u> • <u>In the case of a subdivision consent, other matters provided for in section 220 of the <i>Act</i>.</u> • <u>Such other matters provided for in section 108 of the <i>Act</i>.</u>
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Plan for the Campus/ Runway Park Precinct is to provide details of:-

- (i) Landscaping, parkland and building forms as an entry statement for the **Campus/ Runway Park Sunderland Head** neighbourhood

ARC 250/122

- (ii) The exact boundaries for schools (including state educational facilities) **designed if practicable to promote shared use of the sports fields and open space.**

ARC 250/122

- (iii) The exact boundaries of a park (Runway Park)
(iv) Provision for public carparking serving Runway Park
(v) Provision for connecting school grounds and playing fields to the **Coastal** Walkway and other pedestrian networks

WCC 257/128

- (vi) Provision for *apartments* along the southern side of Runway Park
(vii) Provision for *apartments* on the northern side of the Avenue of Palms, the eastern side of Squadron Drive, **the central spine road** and the northern side of Landing Drive

ARC 250/129, 250/136

- (viii) Provision for an integrated amenity and storm water reserve in the gully near the western end of the precinct, bounded by a lane and detached housing
(ix) Provision for *medium density housing* in the residual areas of the precinct
(x) An indicative layout of *proposed sites*
(xi) Provision to be made for carparking, and, where relevant, loading or service bays for all proposed activities
(xii) The location of bus stops
(xiii) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35
(xiv) The manner by which

development of the precinct is to be staged and the means of managing any vacant land during the staging process

- (xv) The proposed method by which no less than 637 674 household units will be provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3).

HNZC 95/5

The Motorway Interchange Precinct (Precinct C D)

ARC 250/122

The Comprehensive Development Plan for the Motorway Interchange Precinct is to provide details of:-

- (i) Traffic signals and pedestrian crossing places at the intersection of Squadron Drive and Buckley Ave (13)
- (ii) Provision for a neighbourhood retail centre, located south of the intersection of Squadron Drive (motorway access road) and Buckley Ave,
- ~~(iii) The total retail gross floor area of the neighbourhood retail centre will not to exceed 2,000m², and any individual retail activity will not have a gross floor area of greater than 500 m²~~
- (iii) Provision, including exact boundaries, for a neighbourhood retail centre, retail gross floor area not to exceed 2,000m², with individual tenancies retail shops not to exceed an average gross floor area of 200m² or a maximum individual tenancy size gross floor area of 500m²

Westfield 107/58,
Progressive 108/72
IMF 300/19, 300/20

(iv) Provision for retail activities outside the neighbourhood retail centre, including in any mixed use area or mixed use building, provided that retail activities shall be limited to:-

- convenience shops not exceeding a gross floor area of 100m²; and
- restaurants not exceeding a gross floor area of 200m²; and
- no more than two adjoining retail activities in any one location.

Westfield 107/58,
Progressive 108/72
IMF 300/19, 300/20

(renumber iv – x to v – xi)
Clause 16 amendment

(v) Provision for Mixed Use Activity buildings

- (vi) An indicative layout of proposed sites
- (vii) Provision to be made for carparking, and, where relevant, loading or service bays for all proposed activities
- (viii) The location of bus stops
- (ix) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35
- (x) The manner by which development of the precinct is to be staged and the means of managing any vacant land during the staging process
- (xi) The proposed method by which no less than 54-96 household units will be provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in

addition to the number of units otherwise specified for that precinct in Rule 21.3)

HNZC 95/6

The Hudson Bay Precinct (Precinct D E)

ARC 250/122

The Comprehensive Development Plan for the Hudson Bay Precinct is to provide details of:-

- (i) Through an appropriate Heritage Management Plan Provision for retaining within the Hobsonville Base Village Special Area the dwellings houses and associated areas currently currently located in Sunderland Avenue (15)

ARC 250/140, 250/141, 250/142

WCC 257/97, 257/140

- (ii) Provision for apartment buildings, on the south side of Hudson Bay Road;

- (iii) Provision for medium density housing on other streets;

- (iv) An indicative layout of proposed sites;

- (v) The location of bus stops;

- (vi) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35;

- (vii) The manner by which development of the precinct is to be staged and the means of managing any vacant land during the staging process;

- (viii) The proposed method by which no less than 215–169 household units will be provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3)

HNZC 95/7

The Buckley Precinct (Precinct E F)
ARC 250/122

The Comprehensive Development Plan for the Buckley Escarpment Precinct is to provide details of:-
WCC 257/141

(i) Provision for detached dwellings houses along the edge of the escarpment
WCC 257/140

(ii) Elsewhere provision for apartments and medium density housing

(iii) Provision for development to front a public lane Access Place (refer to Appendix M) running along the top of the escarpment between Nevill Rd and Cochrane Rd and from the end of Isitt Rd westwards along the edge of the reserve to meet Buckley Ave
WCC 257/142

(iv) An indicative layout of proposed sites

(v) Provision to be made for carparking, and, where relevant, loading or service bays for all proposed activities

(vi) The location of bus stops

(vii) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35

(viii) The manner by which development of the precinct is to be staged and the means of managing any vacant land during the staging process

(ix) Provision for the protection and enhancement of the coastal margin as esplanade reserve and open space and the provision of public access to and along the coast

ARC 250/122

(x) The proposed method by which no less than 283-247 household units will be

provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3)

HNZC 95/8

The Triangle Precinct (Precinct F G)
ARC 250/122

The Comprehensive Development Plan for the Triangle Precinct is to provide details of:-

- (i) Realignment of Scott Rd to meet Clark Rd at a right angle
- (ii) A reserve in front of historic Hobsonville church and cemetery
- (iii) Provision for *medium density housing* fronting the reserve, and associated adjoining roads
- (iv) An indicative layout of *proposed sites*
- (v) Provision to be made for car parking, and, where relevant, loading or service bays for all proposed activities
- (vi) The location of bus stops;
- (vii) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35
- (viii) The manner by which *development* of the Precinct is to be staged and the means of managing any vacant land during the staging process
- (ix) The proposed method by which no less than 50 household units will be provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3).

HNZC 95/9

The Base Housing Precinct (Precinct
G H)

ARC 250/122

The Comprehensive Development
Plan for the Base Housing Precinct is
to provide details of:-

- (i) Provision for *medium density housing*
- (ii) An indicative layout of *proposed sites*
- (iii) Provision to be made for carparking, and, where relevant, loading or service bays for all proposed activities
- (iv) The location of bus stops
- (v) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35
- (vi) The manner by which *development* of the precinct is to be staged and the means of managing any vacant land during the staging process
- (vii) The proposed method by which no less than ~~385~~ **382** household units will be provided for within this precinct **or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3).**

HNZC 95/9

The Hobsonville Village Precinct
(Precinct H †)

ARC 250/122

The Comprehensive Development
Plan for the Hobsonville Village
Precinct is to provide details of:-

- (i) Provision for *Mixed Use Activity buildings* provided that **retail activities shall be limited to:-**

- (a) convenience shops not exceeding a gross floor area of 100m²; and
- (b) restaurants not exceeding a gross floor area of 200m²;
- (c) no more than two adjoining retail activities in any one location; and
- (d) the total amount of gross floor area for retail activities does not exceed 2,000m² in the entire Precinct.

Westfield 107/58,
 Progressive 108/72
 IMF 300/19, 300/20

- (ii) An indicative layout of proposed sites
- (iii) Provision to be made for carparking, and, where relevant, loading or service bays for all proposed activities
- (iv) The location of bus stops;
- (v) Design Guidelines including standards and conditions which are developed to achieve the matters outlined in Policy 11.35
- (vi) The manner by which development of the precinct is to be staged and the means of managing any vacant land during the staging process
- (vii) Provision made for the integration with Hobsonville Village Centre
- (viii) The proposed method by which no less than ~~197~~ 152 household units will be provided for within this precinct or if fewer than that number can be provided, how the balance will be accommodated in another precinct or precincts (in addition to the number of units otherwise specified for that precinct in Rule 21.3).

HNZC 95/10

Assessment of *Limited Discretionary Activity* applications will be limited to matters of *design, construction, location, provision to be made for transport systems and the integration of those systems with land use, health and safety and matters within Assessment Criteria 21(a) – 21(bcb)* and relevant assessment criteria in the specified *City Wide Rules*
Clause 16 amendment

21.4 Discretionary Activities

The following are *Discretionary Activities*:-

~~Any Comprehensive Development Plan not meeting the standards in Rule 21.3(a), and a~~

~~(a) Subsequent to any consent for a Comprehensive Development Plan pursuant to Rule 21.3(a), any new Comprehensive Development Plan for the relevant Precinct, or any changes to that consented a Comprehensive Development Plan, approved pursuant to Rule 21.3(a), provided that the standards in Rule 21.3(a) are met.~~

ARC 250/122

~~(b) Additions and alterations to any building identified as a heritage Notable Building or a Special Feature on the Hobsonville Peninsula Urban Concept Plan 4 – Features~~

ARC 250/142

~~(c) Activities which do not satisfy the Precinct Standards in Rule 21.3(a)~~

~~(c) Activities which do not meet the standards in Rule 21.2~~

ARC 250/122

~~(d) Activities which do not meet the specified standards in *City-Wide Urban Design Rules – "Design-Intensification Developments"*~~

WCC 257/143

~~(e) Activities which exceed the standard of Rule 21.1(f)~~

AAE 104/02

(e) Activities which exceed the standards of Rule 21.3(g)(xvii) ARTA 258/225

Discretionary Activity applications will be assessed having regard to Assessment Criteria 21(a) – 21(bcb), the relevant assessment criteria in the specified City Wide Rules and any other relevant matter under section 104 of the Act.

Clause 16 amendment

21.5 Other Rules Applying

The following rules of the Plan shall apply to Any Activity:-

- All relevant City-wide Rules
 - All relevant Natural Area Rules
- In all areas except those detailed in Comprehensive Development Plans as neighbourhood centres-
- Living Environment Rule 14 Air Discharges, Odour, Dust, Glare and Vibration
 - Living Environment Rule 16 Relocated Buildings
 - In respect of single dwellings (not being dwellings is an apartment, mixed use or medium density housing development) Rules 2 – 6, 8, 12 and 14 – 16 of the Living Environment Rules
 - In respect of medium density housing the Medium Density Housing Criteria appearing in the City-Wide Urban Design Rules - "~~Design – Intensification Developments~~" WCC 257/144

In areas detailed in Comprehensive Development Plans as neighbourhood centres-

- ~~Community Environment Rules 2-4, 8-15~~
- Community Environment Rules 2-4, 8-13, and 15

ARTA 258/225
Green text inserted via Category D (Transport) Report; Page 20; Section 5.20

21.6 Non-Complying Activities

Any Activity which is not a *Permitted Activity* a *Controlled Activity* or a *Limited Discretionary Activity* or a *Discretionary Activity* under the above rules shall be deemed to contravene a rule in the *Plan* and shall be a *Non-Complying Activity*.

[AAE 104/2](#)

NOTES

1. If an activity is not controlled or restricted in any way by any part of the *Plan* it is permitted, but may require consents under other legislation/plans.
2. Activities must comply with all other relevant rules of the *Plan* or be the subject of a *resource consent*. Check all other rules in this *Human Environment* and also the *Natural Area Rules*, the *City-Wide Rules* and, where relevant, the *Subdivision Rules*.
3. Words in *italics* are defined - see the Definitions part of the *City-Wide Rules*.
4. Words in **bold** are explained - see the Explanations part of the Introduction to the Rules.
5. The Council may have a guideline to help interpret this rule - check at the Council Offices.
6. For *resource consents* see the Information Requirements in the *City-Wide Rules*.
7. Reference to the "Northern Strategic Growth Area Water Environment Plan" should be made for matters relating to water.

Insert New Definitions in the City-Wide Rules – Definitions, as follows:-

Hobsonville Base Village Special Area means land shown on the Human Environments Maps as Hobsonville Base Village Special Area and to which the Hobsonville Base Village Special Area rules apply.

Hobsonville Base Village Special Area Concept Plans means the 2 concept plans entitled Hobsonville Peninsula Urban Concept Plan Appendix XVII and Hobsonville Peninsula Urban Concept Plan - Features Appendix XVIII

[HNZC 95/11, 95/12, ARC 250/121](#) f

Hobsonville Peninsula Urban Concept Plan means the Concept Plan appearing as Appendix XVII in the District Plan Maps section

Hobsonville Peninsula Urban Concept Plan - Features means the Concept Plan appearing as Appendix XVIII in the District Plan Maps section

[HNZC 95/11, 95/12, ARC 250/121](#)

Amend Existing District Plan Rules, as follows:

Heritage means any Heritage Item or Heritage Vegetation or Archaeological Site or Wahi Tapu or, in relation to Map Appendix XVIII, the *Hobsonville Peninsula Urban Concept Plan – Features*, any Notable Building or Special Feature identified on that Appendix [ARC 250/140](#)

Include the words “Hobsonville Base Village Special Area” in the following Rules:-

- **Living Environment Rule 13 – Noise as follows:**

Add the words “Hobsonville Base Village Special Area” into the Environment list in Rule 13.1

- **Hazardous Facilities Rule 1 – Consent Status Matrix Table**

Amend Rule 1.0 of the Special Area rules to include reference to Rule 21

Amend the Plan Maps by:-

- (a) Re-identifying the area shown on the Hobsonville Human Environments Map from Countryside Environment to Hobsonville Base Village Special Area as indicated on the attached map.
- (b) Amend Appendix II to delete those provisions relating to Hobsonville Airfield.

RULES**22.0 General****22.1 Permitted Activities**

The following are *Permitted Activities*: -

- (i) Any land to be vested as a reserve pursuant to the Reserves Act 1977 or any park the Local Government Act 1974. WCC 257/187
- (ii) *Filming Activities* not requiring the erection of permanent *buildings*
- (iii) *Any Activity* which is a *Permitted Activity* in the *Countryside Environment*

22.2 Other Rules Applying

The following rules of the Plan shall apply to Any Activity:-

- i. All relevant City-wide Rules
- ii. All relevant Natural Area Rules
- iii. Countryside Environment Rules 1—6 and 8—12

22.2 3 Non-Complying Activities

Any Activity which is not a *Permitted Activity* or any *subdivision* shall be deemed to contravene a rule in this *Plan* and shall be a *Non-Complying Activity*

22.3 Other Rules Applying

The following rules of the Plan shall apply to Any Activity:-

- (i) All relevant City-wide Rules
- (ii) All relevant Natural Area Rules
- (iii) Countryside Environment Rules 1 – 6 and 8 – 12 WCC 257/188

See Policy 11.34, 11.37A and its Explanation in Policy Section 6.2.15.

WCC 257/186
Clause 16 amendment

NOTES

- (i) If an activity is not controlled or restricted in any way by any part of the *Plan* it is permitted, but may require consents under other legislation/ plans.
- (ii) Activities must comply with all other

<p>relevant rules of the <i>Plan</i> or be the subject of a <i>resource consent</i>. Check all other rules in this <i>Human Environment and also the Natural Area Rules</i>, the <i>City-Wide Rules</i> and, where relevant, the <i>Subdivision Rules</i>.</p> <p>(iii) <u>Words in <i>italics</i> are defined - see the Definitions part of the <i>City-Wide Rules</i>.</u></p> <p>(iv) <u>Words in bold are explained - see the Explanations part of the Introduction to the Rules.</u></p> <p>(v) <u>The Council may have a guideline to help interpret this rule - check at the Council Offices.</u></p> <p>(vi) <u>For <i>resource consents</i> see the Information Requirements in the <i>City-Wide Rules</i>.</u></p> <p>(vii) <u>Reference to the “Northern Strategic Growth Area Water Environment Plan” should be made for matters relating to <u>water</u></u></p>	
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Insert a definition of ‘Hobsonville Future Development Special Area’ in the City Wide Rules – Definitions, as follows:

“Hobsonville Future Development Special Area”

means land shown on the *Human Environments Maps as Hobsonville Future Development Special Area* and to which the *Hobsonville Future Development Special Areas Rules* apply”

Amend Rule 1.0 of the Special Area rules to include reference to Rule 22

Amend the Plan Maps by:

- (a) Re-identifying the area shown on the Hobsonville Human Environments Map from ‘Countryside Environment’ to ‘Hobsonville Future Development Special Area’ as indicated on the attached map.
- (b) Amending Appendix II to delete those provisions relating to Hobsonville Airfield.

Rule 23

RULES

23.0 General

- (a) The following rules shall apply to Any Activity on land situated in the Hobsonville Landing Special Area.
- (b) Where there is any conflict between the following rules and other rules in the Plan, the following rules shall prevail.
- (c) All of the following rules shall apply, where relevant, to Any Activity.

23.1 Discretionary Activities

The following are Discretionary Activities:-

- (a) Facilities directly related to the retrieval and launching of boats where required in association with the Hobsonville Marine Industry Precinct
- (b) Facilities directly related to ferry services
- (c) The construction of an access roadway between the existing hardstand located within the Hobsonville Landing Special Area and the Hobsonville Marine Industry Precinct Special Area. WCC 257/181

Discretionary Activity applications will be assessed having regard to Assessment Criteria 23(a) – 23(r) and any other relevant matter under section 104 of the Act.

23.2 Other Rules Applying

The following rules of the Plan shall apply to Any Activity:-

- All relevant City-wide Rules
- All relevant Natural Area Rules
- Working Environment Rule 3 – Building and Development Location
- Working Environment Rule 6 – Air Discharges
- Working Environment Rule 8 – Noise

ASSESSMENT CRITERIA

- 23(a) The extent to which facilities for the retrieval or launching of boats or ferry facilities are of a size, location, scale and design which complements the character of existing buildings and development within the Hobsonville Landing Special Area and adjoining areas.
- 23(b) The extent to which development provides a good standard of aural and visual amenity between buildings and between activities and adjoining land.
- 22(c) The extent to which construction of an access roadway over the hardstand meets a minimum standard for the transport of boats up to 60 metres in length, while creating no more than minor effects on the natural qualities of the marine/ land interface and the landscape qualities of the adjoining land.
- 23(d) The extent to which the amenity values of the coastal environment and natural landscape qualities of the area are maintained. ~~respected.~~ WCC 257/182
- 23(e) The extent to which adverse effects arising from the activity on the adjoining coastal marine environment and water quality are avoided, or where avoidance is not possible, appropriately remedied or mitigated. ARC 250/123
- 23(f) The extent to which the location and scale of buildings and activities avoids, remedies or mitigates adverse effects on the amenity values of the adjoining coastal environment, including views of the site from the harbour and over the site to the harbour.
- 23(g) The extent to which landscape treatment and development complements the natural landscape character, including the natural character of the coast. ARC 250/123

<ul style="list-style-type: none"> • <u>Working Environment Rule 9 – Parking, Loading and Driveway Access</u> • <u>Working Environment Rule 10 – Odour, Glare and Vibration</u> • <u>Working Environment Rule 11 – Signs</u> • <u>Working Environment Rule 12 – Infrastructure</u> <p><u>23.3 Non-Complying Activities</u></p> <p><u>Any Activity which is not a Permitted Activity or a Limited Discretionary Activity or a Discretionary Activity under the above rules shall be deemed to contravene a rule in the Plan and shall be a Non-Complying Activity.</u></p>	<p><u>23(h) The extent to which driveways, car parking and road access provides for safe and efficient provision for motor vehicles and access for retrieval and launching of boats.</u></p> <p><u>23(i) The extent to which driveways, car parking and road access provides for safe and efficient provision for motor vehicles in association with ferry facilities.</u></p> <p><u>23(j) The extent to which traffic generation creates adverse effects on:</u></p> <ul style="list-style-type: none"> i. <u>The capacity of roads giving access to the site;</u> ii. <u>The safety of road users including cyclists and pedestrians; and</u> iii. <u>neighbourhood character.</u> <p><u>23(k) The extent to which development promotes a safe environment for pedestrians, including adequate lighting and appropriate location and design of entrances, windows and driveways.</u></p> <p><u>23(l) The extent to which signs are visually appropriate to the character of the Hobsonville Landing Special Area.</u></p> <p><u>23(m) The extent to which recognition has been given to the document “3 Waters Infrastructure Management Initiatives: Hobsonville Peninsula” when designing infrastructure.</u></p> <p><u>23(n) The extent to which all relevant assessment criteria under the “Other Rules Applying” of the Working Environment rules are addressed in any resource consent.</u></p> <p><u>23(o) The extent to which infrastructure meets the assessment criteria 12(a) – 12(t) of Rule 12, in the Working Environment rules.</u></p> <p><u>23(p) The extent to which any development adversely affects the historical, cultural or spiritual significance of any site or area, or any waahi tapu of significance to iwi. ARC 250/141</u></p> <p><u>23(q) The extent to which more than minor adverse effects can be adequately avoided, remedied, mitigated or offset</u></p>
<p><u>NOTES</u></p> <ul style="list-style-type: none"> (i) <u>If an activity is not controlled or restricted in any way by any part of the Plan it is permitted, but may require consents under other legislation/ plans.</u> (ii) <u>See the Hobsonville Marine Industry Precinct Special Area Concept Plan for further information.</u> (iii) <u>Activities must comply with all other relevant rules of the Plan or be the subject of a resource consent. Check all other rules in this Human Environment and also the Natural Area Rules, the City-Wide Rules and, where relevant, the Subdivision Rules.</u> (iv) <u>Words in italics are defined - see the Definitions part of the City-Wide Rules.</u> (v) <u>Words in bold are explained - see the Explanations part of the Introduction to the Rules.</u> (vi) <u>The Council may have a guideline to help interpret this rule - check at the Council Offices.</u> (vii) <u>For resource consents see the Information Requirements in the City-Wide Rules.</u> (viii) <u>Reference to the “Northern Strategic Growth Area Water Environment Plan” should be made for matters relating to water.</u> 	

through provision of works and services on or off the site and/or through payment or provision of a financial contribution.

23(r) The extent to which there has been consultation with the Auckland Regional Council regarding the co-ordination of consent requirements, in order to ensure comprehensive planning of all required development is achieved.

23(s) The extent to which provision for storm water management and land use meets requirements of the Integrated Catchment Management Plan – Hobsonville Peninsula. Development shall not cause a non-compliance with the conditions of consent for network discharge consent for Auckland Regional Council Permit 27016.

[ARC 250/138](#)

Note: See also Policies: 1.1, 1.5, 1.7, 1.8, 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 2.1, 2.12, 2.13, 2.15, 3.3, 3.4, 6.2.15, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.1, 8.2, 8.3, 8.4, 8.5, 8.7, 8.9, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 10.10, 10.11, 10.12, 10.13, 10.14, 10.16, 10.17, 10.18, 10.19, 10.20, 10.22, 10.23, 10.27, 11.1, 11.2, 11.3, 11.5, 11.6, 11.7, 11.8, 11.10, 11.11, 11.12, 11.13, 11.14, 11.18, 11.23, 11.27, 11.28, 11.32, 11.34, 11.37B, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8 and the explanation in Policy Section 6.2.15.

[WCC 257/179](#)

[Clause 16 amendment](#)

(Policy Section of the Waitakere District Plan)

RESOURCE CONSENT CONDITIONS

In granting a resource consent Council may impose conditions. Conditions may include any one or more of the following matters:

- Requiring alterations to design and/or location
- Requiring the provision of a landscape treatment plan and implementation of that plan within a given time
- Limiting the scale of activities and other development
- The imposition of a bond to ensure satisfaction of conditions of consent

	<ul style="list-style-type: none"> • <u>Requiring financial contributions in accordance with the Plan.</u> • <u>Requiring onsite or offsite works and services to avoid, remedy, mitigate or offset adverse effects</u> • <u>In the case of a subdivision consent, other matters provided for in section 220 of the Act.</u> • <u>Such other matters provided for in section 108 of the Act.</u>
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1. Insert the following new definition in the City Wide Rules Definitions Section

Ferry Services means facilities for the carriage of passengers for hire or reward by means of a harbour ferry and includes car and bus transfer facilities, a convenience store not exceeding 100m² in gross floor area, carparking and infrastructure associated with such facilities [ARTA 258/194](#)

2. Include the words “Hobsonville Landing Special Area” in the following Rules:-

- **Working Environment Rule 3 – Building and Development Location**
- **Working Environment Rule 6 – Air Discharges**
- **Working Environment Rule 10 – Odour, Glare, Vibration, as follows**
At 10.1(b) (i), first bullet point, after the words “of any adjoining site” add “or at the edge of the Coastal marine area adjoining the Hobsonville Landing Special Area”
 - **Working Environment Rule 8 – Noise as follows:**
After the words “Working Environment in rule 8.1 (b) add the words “Hobsonville Landing Special Area”
- **Hazardous Facilities Rule 1 – Consent Status Matrix Table**

Amend Rule 1.0 of the Special Area rules to include reference to Rule 23

2. Amend the Plan Maps by:-

- (c) Re-identifying the area shown on the Hobsonville Human Environments Map from Countryside Environment to Hobsonville Landing Special Area as indicated on the attached map.
- (d) Amending Appendix II to delete those provisions relating to Hobsonville Airfield.

Rule 24	HOBSONVILLE MARINE INDUSTRY SPECIAL AREA
<p><u>RULES</u></p> <p><u>24.0 General</u></p> <p>(a) <u>The following rules shall apply to Any Activity on land and any subdivision of land situated in the Hobsonville Marine Industry Special Area.</u></p> <p>(b) <u>Where there is any conflict between the following rules and other rules in the Plan, the following rules shall prevail.</u></p> <p>(c) <u>The City Wide Rule 2 Site Analysis shall not apply to the assessment of the Comprehensive Development Plan.</u> WCC 257/128</p> <p><u>24.1 Permitted Activities</u></p> <p><u>The following are Permitted Activities:-</u></p> <p>(a) <u>Filming Activities in existing buildings erected prior to 2000, provided that there is no structural change affecting the external appearance of those existing buildings, and no need for new infrastructure to service the activity.</u></p> <p>(b) <u>Signs, up to 0.1m² in sign area</u></p> <p>(c) <u>Grazing</u></p> <p><u>24.2 Limited Discretionary Activities</u></p> <p><u>The following are Limited Discretionary Activities:-</u></p> <p>(a) <u>A Hobsonville Marine Industry Comprehensive Development Plan which includes, for the whole of the Hobsonville Marine Industry Special Area:-</u></p> <p>(i) <u>Confirmation of compliance with the Hobsonville Peninsula Urban Concept</u></p>	<p><u>ASSESSMENT CRITERIA</u></p> <p><u>General Criteria</u></p> <p>24(a) <u>The extent to which any proposed Hobsonville Marine Industry Comprehensive Development Plan is consistent with the Hobsonville Peninsula Urban Concept Plan and Hobsonville Peninsula Urban Concept Plan 4 – Features.</u> WCC 257/128</p> <p>24(b) <u>The extent to which any proposed subdivision, development and buildings are consistent with the Hobsonville Marine Industry Comprehensive Development Plan.</u></p> <p>24(c) <u>The extent to which the site is of adequate size to accommodate the proposed Hobsonville Marine Industry Activity together with associated carparking, landscape treatment and any other facilities.</u></p> <p>24(d) <u>The extent to which proposed development makes the most efficient use of the land resource with the use of shared facilities between similar activities both on adjoining sites and in the vicinity.</u></p> <p>24(e) <u>The extent to which activities, buildings, driveways, car parking and other development are of a size, location, scale and design that is compatible with the generally marine industry-based theme intended for the Hobsonville Marine Industry Special Area.</u></p> <p>24(f) <u>The extent to which non-residential activities which are not Hobsonville Marine Industry Activities are necessary to co-locate in order to support and complement Hobsonville Marine Industry Activities.</u></p> <p>24(g) <u>The extent to which non-residential activities which are not Hobsonville Marine Industry Activities may result in significant adverse effects, including</u></p>

<p><u>Plans,</u> HNZC 95/11, 95/12, ARC 250/121</p> <p>(ii) <u>The exact boundaries of the Large Boat Yard and Areas aa, bb, cc and dd as shown on the Hobsonville Peninsula Urban Concept Plan: Features,</u> WPL 87/1, 87/2 HNZC 95/11, 95/12, ARC 250/121 WCC 257/128</p> <p>(iii) <u>The exact location and design of proposed roads, including the Boat Haulage Road and associated boat launching facility;</u> ARC 250/132, 250/135</p> <p>(iv) <u>The exact location and design of proposed areas of open space, open space and ecological linkages, natural features to be retained and/or enhanced, and areas to be developed for storm water treatment and detention purposes consistent with the relevant network discharge consent</u> ARC 250/138</p> <p>(v) <u>Low impact design and source control of contaminants in accordance with the integrated catchment management plan</u> ARC 250/138</p> <p>(vi) <u>An indicative layout of proposed sites,</u></p> <p>(vii) <u>Design standards for each area aa, bb, cc and dd, which shall include the method by which the development of each area will be managed, and how these areas will relate to each other and surrounding Special Areas, with particular regard being given to potential adverse effects on visual amenity as viewed from outside the Hobsonville Marine Industry Special Area including from the Waitemata Harbour and North Shore City (Beach Haven), and the potential for reverse sensitivity effects between Hobsonville Marine Industry Activities and residential activities</u> WPL 87/1, 87/2</p>	<p><u>cumulative effects, on the amenity values of the area and the facilities of the Hobsonville Marine Industry Special Area as a whole.</u></p> <p>24(h) <u>The extent to which non-residential activities which are not Hobsonville Marine Industry Activities will integrate (where appropriate) with existing activities in the same area, including site and building design integration, integration with notable features identified on the Hobsonville Peninsula Urban Concept Plan: Features, and pedestrian and road linkages</u> WCC 257/167</p> <p>24(i) <u>The extent to which:</u></p> <p>(i) <u>any development adversely affects the historical, cultural or spiritual significance of any site or area, or any waahi tapu of significance to iwi; and</u></p> <p>(ii) <u>Through an appropriate Heritage Management Plan, provision for the maintenance and enhancement of identified notable buildings and their surrounds.</u></p> <p>ARC 250/140, 250/141 WCC 257/167</p> <p>Design Criteria</p> <p>24(j) <u>The extent to which design themes established through design guidelines and other appropriate means building design will achieve a character and appearance that will ensure a high standard of amenity values and avoid conflicts adverse effects from between activities located in the Hobsonville Marine Industry Special Area on Precincts in the Hobsonville Base Village Special Area and on land identified as Open Space Environment and surrounding areas.</u> WCC 257/175</p> <p>24(k) <u>The extent to which the design and layout of the Hobsonville Marine Industry Special Area, as established through design and layout guidelines and/ or conditions of an approved Comprehensive Development Plan, will</u></p>
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<p>WCC 257/157 NSCC 254/15</p> <p>(viii) <u>In respect of the combined Areas aa, bb and cc, an Air Discharge Management Plan that:</u></p> <p>(a) <u>Establishes a formal management structure for the entire three areas to manage air discharges; and</u></p> <p>(b) <u>Confirms the means by which the areas will be managed to ensure all air discharges meet the permitted activity standards of the Auckland Regional Council Air, Land and Water Plan, or that resource consents under that Plan have been granted, and</u></p> <p>(c) <u>Confirms, in the opinion of a recognised air quality expert, that the area will be managed to reasonably avoid or mitigate nuisance odours in respect of any residential activity outside Areas aa, bb and cc, either existing or provided for as a permitted, controlled, limited discretionary or discretionary activity by other <i>plan</i> rules.</u></p> <p>(d) <u>Confirms that there will be no discharges to air from any <i>marine industry activity</i> within 20 metres of any boundary with Area dd, any boundary with the <i>Hobsonville Base Village Special Area</i> or any boundary with the <i>Hobsonville Future Development Special Area</i>.</u></p>	<p>(i) <u>makes the most efficient use of the land resource and is be well integrated,</u></p> <p>(ii) <u>including identification of areas to be shared,</u></p> <p>(iii) <u>identifies—the relationship of sites and development with the boat haulage roads and large boat yards,</u></p> <p>ARC 250/135</p> <p>(iv) <u>recognises the likely presence of large buildings within Area aa and the need to mitigate any adverse visual amenity effects, for instance by sleeving those large buildings with buildings of a lower scale, smaller bulk, and with design of a higher visual quality,</u></p> <p>(v) <u>manages the relationship, design and relative scale of buildings between Areas aa, bb and cc and dd, and between all sites and development within the <i>Hobsonville Marine Industry Special Area</i> and adjoining land in other <i>special areas</i>, and as viewed from public vantage points outside the <i>Hobsonville Marine Industry Special Area</i> such as the Waitemata Harbour and North Shore City (Beach Haven). (see the <i>Hobsonville Marine Industry Concept Plan</i> for identification of these areas).</u></p> <p>(vi) <u>Buildings within Area dd will be designed to present an attractive appearance as viewed from public vantage points such as the Waitemata Harbour and North Shore City (Beach Haven), and will be of sufficient height to mitigate the visual effect of existing or possible industrial buildings within Area “aa”.</u></p>
<p>WCC 257/160 ARC 250/118</p> <p>(ix) <u>certainty that the primary activity in Area aa (including at ground floor level where the building is adjacent to the main road that accesses the <i>Hobsonville Landing Special Area</i>) is the manufacture,</u></p>	<p>WCC 257/164, 257/165 NSCC 254/15</p> <p>24(l) <u>The extent to which a demonstrated landscaping theme will ensure that potential adverse effects of <i>development</i> are avoided, remedied or mitigated and</u></p>

<p>finishing or refitting of boats that, when all work is completed, are of a type and/or dimension that will require launching from the <i>Hobsonville Landing Special Area</i></p> <p>MIA 63/1 WPL 87/3 WPL 87/4</p> <p>(x) <u>The manner by which development of the <i>Hobsonville Marine Industry Special Area</i> is to be staged and the means of managing any vacant land during the staging process,</u></p> <p>(xi) <u>Design Guidelines prepared in accordance with Assessment Criteria 24(j) – 24(s),</u></p> <p>(xii) <u>A traffic transport management plan which addresses the matters set out in assessment criteria 24(t)-(ad)</u></p> <p>ARC 250/124</p> <p>(xiii) <u>An infrastructure management plan in accordance with assessment criteria 24(ae)-(ao)</u></p> <p>ARC 250/124</p> <p>(xiv) <u>A heritage management plan, including, but not limited to, a heritage inventory, how the heritage values will be protected and enhanced, and a heritage design statement</u></p> <p>WCC 257/97</p> <p>The City Wide Rule 2 Site Analysis shall not apply to the assessment of the Comprehensive Development Plan. WCC 257/128</p> <p>(xv) <u>The exact location and design of the coastal walkway</u></p> <p>ARC 250/119</p> <p>(b) <u>The creation subdivision of land into of any site which:-</u></p> <p>(i) <u>complies with the Comprehensive Development Plan standards and conditions prepared and approved pursuant to Rule 24.2(a) or Rule 24.4, or</u></p>	<p>that a high standard of amenity values is achieved.</p> <p>WCC 257/172</p> <p>24(m) <u>The extent to which the natural landscape qualities of the environment adjacent to the coastal esplanade reserve are protected.</u></p> <p>24(n) <u>The extent to which areas of open space, planting and landscape treatment are used to offset the visual impact of buildings and development.</u></p> <p>24(o) <u>The extent to which <i>landscape treatment</i> and <i>development</i> complements and enhances the natural landscape character of adjoining land, the coastal margin and views into the land from the Waitemata Harbour.</u></p> <p>24(p) <u>The extent to which a demonstrated lighting theme will assist in creating and enhancing a consistent and safe character throughout the <i>Hobsonville Marine Industry Special Area</i>.</u></p> <p>WCC 257/172</p> <p>24(q) <u>The extent to which any <i>development</i> provides</u></p> <p>(i) <u>the extent to which the <i>mixed use activity building(s)</i> and residential buildings in Area “dd” south of Hudson Bay Road are suitably designed and orientated to avoid more than minor adverse effects in respect of from noise, odour and visual amenity for in respect of activities located within the <i>Hobsonville Marine Precinct Special Area</i> a good standard of aural and visual amenity between buildings and non-residential activities and any land adjoining the Hobsonville Marine Industry Special Area through such means as codes of practice and air filtration devices and/or other techniques to be described in the Air Discharge Management Plan,</u></p> <p>WCC 257/160 ARC 250/118</p> <p>(ii) <u>for the mitigation of adverse effects arising from odour, dust,</u></p>
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<p>(ii) <u>comprises the <i>site</i> specified in a land use consent</u></p> <p>(iii) <u>is intended solely to define the boundary of a <i>Special Area</i></u></p> <p><u>provided that subdivision Rule 5 – Working and Community Environment also applies;</u></p> <p>(c) <u>Any <i>Hobsonville Marine Industry Activity</i>, including any <i>building</i> or addition to a <i>building</i>, provided that, in respect of (b) and (c) above:</u> WCC 257/173</p> <p>(a) <u>The boat haulage road and associated <i>boat launching facility</i> are <i>is</i> in place, or <i>is</i> proposed to be put in place to the satisfaction of <i>Council</i>, and</u> 250/135</p> <p>(b) <u><i>Connections</i> are available to <i>infrastructure</i> approved in accordance with Rule 24.2(g), and</u> WCC 257/174</p> <p>(c) <u>The activity, <i>building</i> or <i>subdivision</i> is consistent with the <i>Hobsonville Peninsula Urban Concept Plan</i>, and <i>Hobsonville Peninsula Urban Concept Plan 4 – Features</i>, and HNZC 95/11, 95/12, ARC 250/121</u> WCC 257/128</p> <p>(d) <u>The activity, <i>building</i> or <i>subdivision</i> complies with all standards and conditions of a <i>Hobsonville Marine Industry Comprehensive Development Plan</i> prepared and approved pursuant to Rule 24.2(a), and</u></p> <p>(e) <u>Activities within Area aa as shown on the <i>Hobsonville Peninsula Urban Concept Plan 4 – Features</i> HNZC 95/11, 95/12, ARC 250/121 (including any associated <i>building</i> or <i>subdivision</i>) shall meet the following standards:</u></p> <p>(i) <u>Activities are to be confined to <i>Hobsonville Marine industry Activities</i> the manufacture, finishing</u></p>	<p><u>hours of operation, and vehicle movements, through such means as codes of practice and air filtration devices and/or other techniques to be described in the <i>Air Discharge Management Plan</i>,</u> WCC 257/168</p> <p>24(r) <u>The extent to which <i>activities, buildings, driveways, carparking</i> and other <i>development</i> are of a <i>size, location, scale and design</i> which complements the character of <i>buildings and development</i> of adjoining land, having regard to the existing and potential use of that adjoining land.</u></p> <p>24(s) <u>The extent to which <i>signs</i> are:-</u></p> <p>(i) <u>visually appropriate to the neighbourhood character;</u></p> <p>(ii) <u>of a height which avoids the <i>sign</i> dominating the neighbourhood and nearby structures; and</u></p> <p>(iii) <u>do not create a situation hazardous to the safe movement of traffic.</u></p> <p><u>Transportation Criteria</u></p> <p>24(t) <u>The extent to which development has been designed to integrate land uses with transport systems, <i>through the use of an integrated transport assessment methodology for major trip generating activities</i>, including provision for public transport within the precinct, between precincts, and beyond the <i>Hobsonville Base Village Special Area</i>. (Note, it is expected that in the development of comprehensive development plans, there will be consultation with the Auckland Regional Council, the Auckland Regional Land Transport Authority and Transit New Zealand).</u> ARTA 258/222</p> <p>24(u) <u>The extent to which the <i>design</i> and <i>construction</i> of <i>roads</i> is capable of providing access to the harbour for large boats.</u></p> <p>24(v) <u>The extent to which <i>driveways, car parking</i> and <i>roads</i> provide for safe and efficient provision for motor vehicles and access for boats, particularly large</u></p>
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<p style="text-align: center;"><u>or refitting of boats</u></p> <p>WCC 257/172 (ii) When all work is completed, boats <u>are must-be</u> of a type and/or dimension which will require launching from the <u>Hobsonville Landing Special Area</u></p> <p>WCC 257/172 (iii) <u>Activities are to be designed and/or managed to meet the terms of the approved Air Discharge Management Plan</u></p> <p>WCC 257/160 ARC 250/118 <u>(f) Activities within Areas bb and cc as shown on the Hobsonville Peninsula Urban Concept Plan – Features (including any associated building or subdivision) shall be confined to Hobsonville Marine Industry Activities, and are to be designed and/or managed to meet the terms of the approved Air Discharge Management Plan</u></p> <p>ARC 250/118, 250/139 WCC 257/160 <u>(g) Activities within Area dd as shown on the Hobsonville Peninsula Urban Concept Plan – Features (including any associated building or subdivision) shall meet the following standards:</u></p> <p><u>i Activities may include residential activities, non-residential activities and/or mixed use activities (excluding retail activities) but shall exclude any activity that is not a Permitted Activity in Chapter 4 Air Quality of the Auckland Regional Plan Air, Land and Water; and</u></p> <p><u>ii Buildings shall be</u></p>	<p><u>boats.</u></p> <p>24(w) The extent to which a demonstrated <u>design</u> theme for streets and public lanes will ensure:-</p> <p>(i) <u>well-connected, attractive and safe transport routes, with</u></p> <p>(ii) <u>appropriate a high design standard provision</u> for vehicle, cycle and pedestrian movements, carparking, infrastructure services, street-tree planting, and landscape treatment,</p> <p>(iii) <u>High standards of safety, through appropriate location, design and lighting</u></p> <p>WCC 257/176</p> <p>24(x) The extent to which provision has been made for public transport facilities, including bus stops.</p> <p>24(y) The extent to which traffic generation from proposed activities creates adverse effects on:</p> <p>(i) <u>The capacity of roads giving access to the site;</u></p> <p>(ii) <u>The safety of road users including cyclists and pedestrians; and</u></p> <p>(iii) <u>neighbourhood character.</u></p> <p>24(z) The extent to which <u>car parking</u> accommodates the expected demands of an activity, having regard to the relative locations of the activity and the <u>car parking</u> serving that activity, the possible joint use of <u>car parking</u>, public transport alternatives and relevant parking guidelines (<u>see the Waitakere City Parking and Driveway Guideline</u>).</p> <p>WCC 257/169</p> <p>24(aa) The extent to which <u>car parking</u> is provided for within a 5 minute walking distance of land use activities, rather than necessarily adjoining those activities.</p> <p>24(ab) The extent to which <u>carparking</u> is designed having regard to:-</p> <p>(i) <u>the capacity of roads giving access to the site;</u></p> <p>(ii) <u>the safety of road users including cyclists and</u></p>
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<p><u>designed so that they present an attractive, articulated façade facing northwards and eastwards</u></p> <p>iii <u>Any residential or mixed use activity buildings are designed and orientated to act as a buffer to visual, aural and odour effects arising from Area aa.</u></p> <p>WPL 87/1 87/2 ARC 250/118 WCC 257/160</p> <p>(d) <u>Any alteration to a building located in Area cc as shown on the <i>Hobsonville Peninsula Urban Concept Plan 4 – Features</i></u> HNZC 95/11, 95/12, ARC 250/121</p> <p>(e) <u>Any sign exceeding 0.1m² in sign area</u></p> <p>(f) <u>The establishment of infrastructure</u></p> <p><u>Assessment of Limited Discretionary Activity applications will be limited to matters of:-</u></p> <ul style="list-style-type: none"> • <u>road location, design and construction, including the ability to accommodate the haulage of large boats and access the harbour edge</u> • <u>infrastructure location, capacity and design,</u> • <u>building bulk</u> • <u>size, scale, design and location of sites, buildings, car parking and driveways,</u> • <u>screening and landscape treatment,</u> • <u>aural and visual amenity between the <i>Hobsonville Marine Industry Special Area</i> and adjoining land</u> • <u>protection and enhancement of natural landscape qualities</u> • <u>the co-location and sharing of facilities,</u> • <u>the location, design and safety of signs</u> <p><u>and matters within Assessment Criteria 24(a) – 24(ar as).</u></p> <p><u>24.3 Discretionary Activities</u></p> <p><u>The following are Discretionary Activities:-</u></p>	<p><u>pedestrians; and</u></p> <p>(iii) <u>the provision of <i>carparking</i> areas which are secure, well lit and conveniently accessible for residents/ workers and visitors.</u></p> <p>24(ac) <u>The extent to which activities provide for on site loading facilities for boat haulage, service vehicles, delivery vehicles and rubbish/ waste collection vehicles.</u></p> <p>24(ad) <u>The extent to which adequate provision is made for access to <i>carparking</i> and vehicle manoeuvring.</u></p> <p><u>Infrastructure Criteria</u></p> <p><u>(note: all of the following assessment criteria are to be addressed in an Infrastructure Management Plan prepared to satisfy the standards in Rule 24.2(b))</u></p> <p>24(ae) <u>The extent to which the <i>infrastructure</i> provided to serve any new <i>development</i> complies with the Waitakere City Code of Practice or an equivalent recognised public standard.</u></p> <p>24(af) <u>The extent to which <i>roads</i> create high quality public spaces, and incorporate quality amenity features such as tree planting and footpath paving.</u></p> <p>24(ag) The extent to which a demonstrated street lighting theme will assist in creating and enhancing a consistent and safe character.</p> <p>WCC 257/176</p> <p>24(ah ag) <u>The extent to which storm water management features such as rain gardens, swales and permeable paving are incorporated into <i>road design</i>.</u></p> <p>24(ai ah) <u>The extent to which the <i>design and construction</i> of <i>roads</i> is capable of providing access to the wider movement network.</u></p>
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<p>(a) <u>Any Non Residential Activity that is not a Hobsonville Marine Industry Activity in Areas bb and cc as shown on the Hobsonville Peninsula Urban Concept Plan, and is not otherwise provided for in Rule 24.1. HNZC 95/11, 95/12, ARC 250/121</u></p> <p><u>Discretionary Activity applications will be assessed having regard to Assessment Criteria 24(a) – 24(ar s) and any other relevant matter under section 104 of the Act.</u></p> <p>24.4 Other Rules Applying</p> <p>The following rules of the <i>Plan</i> shall apply to <u>Any Activity</u>:-</p> <ul style="list-style-type: none"> • <u>All relevant City-wide Rules</u> • <u>All relevant Natural Area Rules</u> • <u>Working Environment Rule 6 – Air Discharges</u> • <u>Working Environment Rule 8 – Noise</u> • <u>Working Environment Rule 9 – Parking, Loading and Driveway Access</u> • <u>Working Environment Rule 10 – Odour, Glare and Vibration</u> <p>24.5 Non-Complying Activities</p> <p><u>Any Activity which is not a Permitted Activity or a Limited Discretionary Activity or a Discretionary Activity under the above rules shall be deemed to contravene a rule in the Plan and shall be a Non-Complying Activity.</u></p>	<p><u>24(aj ai) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure techniques are used to minimise water use and generation.</u></p> <p><u>24(ak aj) The extent to which the 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.</u></p> <p><u>24(al ak) The extent to which recognition has been given to the NOSGA Local Water Agenda Plan when designing infrastructure.</u></p> <p><u>24(am al) The extent to which provision for storm water management and land use disposal meets the Catchment Management Plan requirements of the Integrated Catchment Management Plan – Hobsonville Peninsula. Development shall not cause a non-compliance with the conditions of consent for network discharge consent for Auckland Regional Council Permit 27016., in a way that best complements design themes for the relevant precinct, such as locating stormwater ponds adjacent to open space and pedestrian linkage opportunities. ARC 250/138</u></p> <p><u>24(an am) The extent to which an integrated approach to storm water management is adopted for storm water mitigation, with the emphasis being in the first instance on the reduction of stormwater generated from sites through reuse of storm water and increase permeable areas, including de-compaction of soils following earthworks. (Note: Catchment wide storm water management facilities such as wetlands and treatment ponds shall only be used as a final form of treatment, not the primary form).</u></p> <p><u>24(ae an) The extent to which areas of public open space are developed to protect and enhance natural features.</u></p> <p><u>24(ap ao) The extent to which earthworks and other site works are undertaken in such</u></p>
<p>NOTES</p> <ol style="list-style-type: none"> 1. <u>If an activity is not controlled or restricted in any way by any part of the Plan it is permitted, but may require consents under other legislation/ plans.</u> 2. <u>Activities must comply with all other relevant rules of the Plan or be the subject of a resource consent. Check all other rules in this Human Environment and also the Natural Area Rules, the City-Wide Rules and, where relevant, the Subdivision Rules.</u> 3. <u>Words in italics are defined - see the Definitions part of the City-Wide Rules.</u> 4. <u>Words in bold are explained - see the Explanations part of the Introduction to the Rules.</u> 	

<p>5. <u>The Council may have a guideline to help interpret this rule - check at the Council Offices.</u></p> <p>6. <u>For <i>resource consents</i> see the Information Requirements in the <i>City-Wide Rules</i>.</u></p> <p>7. <u>Reference to the “Northern Strategic Growth Area Water Environment Plan” should be made for matters relating to <i>water</i>.</u></p>	<p><u>a way as to avoid adverse effects on watercourse, areas of ecological values and neighbouring properties arising from changes in landform and the generation of sediments.</u></p> <p><u>Other Criteria</u></p> <p>24(aq ap) <u>The extent to which there has been consultation with the Auckland Regional Council regarding the co-ordination of consent requirements, in order to ensure comprehensive planning of all required development is achieved.</u></p> <p>24(ar aq) <u>The extent to which all relevant assessment criteria under the “Other Rules Applying” are addressed in any <i>resource consent</i>.</u></p> <p>24(as ar) <u>The extent to which more than minor <i>adverse effects</i> can be adequately avoided, remedied, mitigated or offset through provision of works and services on or off the site and/or through payment or provision of a <i>financial contribution</i>.</u></p> <p>Note: See also Policies: <u>1.1, 1.5, 1.7, 1.8, 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 2.1, 2.12, 2.13, 2.15, 3.3, 3.4, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.1, 8.2, 8.3, 8.4, 8.5, 8.7, 8.9,10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9,10.10, 10.11, 10.12, 10.13, 10.14, 10.16, 10.17,10.18, 10.19, 10.20, 10.22, 10.23,10.27, 11.1,11.2, 11.3, 11.5, 11.6, 11.7, 11.8, 11.10, 11.11, 11.12, 11.13, 11.14, 11.18, 11.23, 11.34, 11.35, 12.1,12.2,12.3,12.4, 12.5, 12.6, 12.7, 12.8. and <u>Explanation of Policy Section 6.2.15</u></u></p> <p>WCC 257/170</p> <p>Clause 16 amendment</p> <p>(Policy Section of the Waitakere District Plan)</p> <p><u>RESOURCE CONSENT CONDITIONS</u></p> <p><u>In granting a <i>resource consent</i> Council may impose conditions. Conditions may include any one or more of the following matters:</u></p> <ul style="list-style-type: none"> • <u>Requiring that no <i>development</i> proceed until provision is made, to the satisfaction of Council, for the</u>
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	<p>construction of the boat haulage roads and <u>boat launching facility</u></p> <p>ARC 250/135</p> <ul style="list-style-type: none"> • <u>Requiring alterations to design and/or location, including the establishment of design guidelines for all development</u> • <u>Requiring minimum site sizes and site locations</u> • <u>Requiring provision to be made for the sharing of land to be used for the manoeuvring of boats</u> • <u>Requiring the provision of a landscape treatment plan and implementation of that plan within a given time</u> • <u>Limiting the bulk and scale of activities and other development</u> • <u>The imposition of a bond to ensure satisfaction of conditions of consent</u> • <u>Requiring financial contributions in accordance with the Plan</u> • <u>Requiring onsite or offsite works and services to avoid, remedy, mitigate or offset adverse effects</u> • <u>Allowing a 10 year consent period for a Comprehensive Development Plan</u> <p>WCC 257/166</p> <ul style="list-style-type: none"> • <u>In the case of a subdivision consent, other matters provided for in section 220 of the Act</u> • <u>Such other matters provided for in section 108 of the Act</u>
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Insert new Definitions in the City-Wide Rules – Definitions, as follows:-

Hobsonville Marine Industry Special Area means land shown on the Human Environments Maps as *Hobsonville Marine Industry Special Area* and to which the *Hobsonville Marine Industry Special Area* rules apply.

~~*Hobsonville Marine Industry Concept Plan* means the concept plan appearing in Appendix 1 to Rule 24 – Hobsonville Marine Industry Special Area – ARC 250/135~~

~~*Boat Haulage Road* means the Boat Haulage Road as shown on the *Hobsonville Marine Industry Concept Plan* ARC 250/135~~

Boat Launching Facility means a facility established off the hardstand within the *Hobsonville Landing Special Area* for the launching of large boats up to 60 metres in length

Hobsonville Marine Industry Activity means the use of land and *buildings* for the following:

ships chandlery, the manufacturing, servicing, maintenance, repair, transportation, storage, distribution, display and sale of any boat and ancillary boat part, offices ancillary to the foregoing, ~~training and educational facilities associated with the marine industry,~~ and no more than one dairy/ lunch bar not exceeding 200m² in gross floor area.

MIA 63/2
WPL 87/5

Include the words “Hobsonville Marine Industry Special Area” in the following Rules:-

- **Working Environment Rule 8 – Noise as follows:**

After the words “Working Environment “ in rule 8.1 (b) add the words “Hobsonville Marine Industry Special Area”

- Hazardous Facilities Rule 1 – Consent Status Matrix Table

Amend Rule 1.0 of the Special Area rules to include reference to Rule 24

The District Plan Maps

The Panel recommends the acceptance of:

The re-identification of the area shown in the Human Environment Maps B9 and B10 from Countryside Environment to:

Hobsonville Base Village Special Area;
Hobsonville Marine Industry Special Area;
Hobsonville Landing Special Area; and
Hobsonville Future Development Special Area.

The amendments to the Natural Areas Maps B9 and B10 to identify Riparian Margins

The Hobsonville Peninsula Urban Concept Plan (Version B dated 24 January 2007)

The Hobsonville Peninsula Urban Concept Plan – Features (Version B dated 24 January 2007)